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TIME-TABLE.

		A.M.	A.M.	A.M. O*	A.M.	A.M.	P.M.	P.M.	P.M. *	P.M.	P.M.	P.M.	P.M.
Kowloon	Dep.	6.37	8.00	8.35	9.15	10.09	12.02	1.15	2.37	3.00	4.37	5.43	7.23
Yaumati	Dep.	6.45	—	—	9.24	10.16	12.09	1.21	—	—	4.44	5.50	7.30
Shatin	Dep.	6.57	—	—	9.36	10.28	12.21	1.34	—	—	4.56	6.02	7.42
Taipo	Dep.	7.11	—	—	9.49	10.42	12.34	1.47	—	—	5.09	6.18	7.55
Taipo Market	Dep.	7.16	—	—	9.53	10.46	12.38	1.51	—	—	5.13	6.20	7.59
Fanling	Dep.	7.27	—	—	10.03	10.56	12.48	2.01	—	—	5.23	6.31	8.09
Sheungshui	Dep.	7.32	—	9.02	10.08	11.00	12.53	2.06	3.14	—	5.28	6.35	8.13
Shumshun	Arr.	7.38	8.40	9.08	10.14	11.06	12.59	2.12	3.18	3.40	5.34	6.41	8.19
	Dep.	—	8.43	—	11.10	—	—	—	—	3.43	—	—	—
Canton	Arr.	—	11.50	—	5.33	—	—	—	—	6.47	—	—	—

		A.M.	A.M.	A.M.	A.M. O*	A.M.	A.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M. *
Canton	Dep.	—	—	—	—	8.05	—	—	8.40	—	—	3.20	—
Shumshun	Arr.	—	—	—	—	11.06	—	—	3.33	—	—	6.31	—
	Dep.	7.14	8.01	10.18	10.49	11.09	11.40	3.00	4.17	4.41	5.52	6.24	7.15
Sheungshui	Dep.	7.21	8.08	10.25	10.54	—	11.47	3.07	4.24	4.52	5.59	—	7.20
Fanling	Dep.	7.26	8.12	10.29	—	—	11.51	3.12	4.28	4.56	6.03	—	—
Taipo Market	Dep.	7.36	8.22	10.39	—	—	12.02	3.22	4.38	5.06	6.13	—	—
Taipo	Dep.	7.40	8.27	10.43	11.06	—	12.07	3.26	4.42	5.10	6.16	—	—
Shatin	Dep.	7.53	8.40	10.56	—	—	12.20	3.39	4.56	5.23	6.29	—	—
Yaumati	Dep.	8.07	8.53	11.09	—	—	12.32	3.51	5.08	5.35	6.41	—	—
Kowloon	Arr.	8.13	8.58	11.14	11.31	11.49	12.38	3.57	5.14	5.41	6.47	7.04	7.56

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			A.M.	A.M.	P.M.	P.M.
Fanling	...	Dep.	7.45	10.15	3.20	6.15
Shataukok	...	Arr.	8.40	11.10	4.15	7.10
			A.M.	A.M.	P.M.	P.M.
Shataukok	...	Dep.	6.15	9.00	2.00	5.00
Fanling	...	Arr.	7.10	9.55	2.55	5.55

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FARMERS AND THE GOVERNMENT.

[FROM OUR OWN CORRESPONDENT.]

LONDON, July 30th.

I am told that at a private luncheon at the House of Commons this week the Chancellor of the Exchequer referred to the Shanghai Defence Force, and made the important statement that this will not mean additional expenditure on the British taxpayers. Among those present were several of the economy M.P.'s who are constantly girding at the Government on the question of taxation. The cost of sending the Guards and the other troops from England to China is one of the things about which they have asked questions in Parliament at intervals.

"Mr. Churchill informed the company that he believed he had found a way which would enable him, without imposing any fresh burdens, to meet practically the whole, if not the whole, of the cost of sending the Force out, and the additional expenditure involved by its maintenance there. The Chancellor did not specify the measures he will adopt to secure this end beyond saying it would be achieved by "pure economy."

It is understood that there was a hint that the public would like to know how much money the saving represented, but the Chancellor was not to be drawn into giving a figure.

The Farmers' Cry.

The farmers are furious because they have now been plainly told by the Prime Minister in a speech at Louth that protection for the agricultural industry, which would mean the taxation of imported food stuffs, is not practical politics. Of course, this has been plain to everybody who follows affairs and is not altogether stupid. The Conservative Party under Mr. Baldwin went to the country in 1923 on the question of Protection, and were defeated by a smashing blow. Incidentally the first Socialist Government we have ever had was returned. It would be simply asking for another defeat at the next General Election if Mr. Baldwin gave the farmers the Protection they are hankering after. Being an honest man, he has told them so, and they do not like it.

Liberals and the Situation.

It is amusing to note how the Liberals are trying to get some advantage out of the situation. We have Sir Herbert Samuel, one of the most recent additions to the congested ranks of Liberal leaders, asking in a recent speech at Cambridge, "Why has the Government given Protection to other favoured industries in the name of the Safeguarding of Industries Act and left agriculture unprotected!" This is not bad for a leader of a Free Trade Party, which puts Free Trade first, and would storm the country with a "crusade" if the Conservative Party mooted any form of food-protection!

The answer to Sir Herbert Samuel's question lies in the fact that 90 per cent. of the population of this country is urban, industrial and commercial, and that the mood which this vast majority exhibited in 1923 makes Protection for farm produce impracticable. Of course, industries which get the benefit of the Safeguarding of Industries Act are not "favoured." They have to prove that they are suffering from unfair foreign competition.

Is a Smaller Cabinet Desirable.

Among those who are interested in the scientific aspect of Government, discussion is going on concerning a suggestion that the Cabinet should be much smaller than it is. There is an idea that something is wrong with the present system. The Cabinet to-day numbers 22 members. The fault is that 22 gentlemen have to agree before a decision is taken, and the majority of these are heads of Departments, each of which has its special point of view.

(*Continued on next Column.*)

INDESPATCHABLES

SMUGGLING IN ENGLAND.

ITS RAPID GROWTH IN LAST TWO YEARS.

REVENUE'S BIG LOSS.

Strenuous efforts are being made by the authorities to check smuggling of dutiable goods, which has grown rapidly during the last two years, and results in a loss to the Treasury of hundreds of thousands of pounds a year.

Since the introduction of duties on foreign silk, artificial silk, cutlery, aniline dyes and other articles, amounting to one-third of their value, the profits of the smuggler have grown enormously. Valuable cargoes of silk goods can be taken in a very small space, and are being landed from motor-boats at various points around the coast, where they are picked up by motor-vans and distributed from various centres.

One of the most striking facts which is receiving official inquiry is that at the present time it is estimated that there is in London alone a greater quantity of foreign silk goods than has officially passed through the Customs offices at the ports since the duty was imposed two years ago.

Bootleg Spirits.

Another "line" in which the smuggler is doing a big business is in spirits. There are in this country large stocks of wines and spirits originally intended for the bootleg traffic into America. The mutual arrangements between the British and American Governments have made the risk for those engaged in the traffic so great that it is not now worth their while.

Thousands of cases of spirits bought by alien adventurers have been licensed for export and so escaped the Excise duty payable on liquors consumed in this country. These stocks are now finding their way into the hands of smugglers who are bringing them inland, where they find a ready market in shady night-clubs and among people who ask no questions so long as they can buy below the market price.

A favourite method adopted is to ship the goods, ostensibly to the Continent, but when the vessel is beyond the three-miles limit the cargo is transferred to motor-boats and landed at points along the coast.

Owing to the abolition of the old coastguard the difficulties of the Customs officials have been increased tenfold, and while the strictest watch is being kept on the ports constant observation on isolated parts of the coast is impossible.

The practical question is whether it would not be better to confine the vital decision to a few only, and invest those few with supreme power—subject, as every British Government is subject, to the authority of the House of Commons. A vague feeling persists that something will have to be done to prevent Departmental Ministers from having too much say in important questions which affect spending.

The great desideratum is economy in national expenditure. Taxpapers are groaning under the burdens they have to bear, yet no material reduction is effected. We might all be much better off if a few Ministers were entrusted with power to act drastically.

A Fashion Note.

A friend who takes note of fashions in dress and writes about them tells me it is remarked that the great majority of men attending garden parties now wear a peaked collar and very often a bow tie. At the Royal Garden Party at Buckingham Palace the King was wearing a double collar and a long necktie. This, therefore, will become the correct style, because His Majesty adopts it.

With regard to women's fashions the very short skirts, I am told, are going out, although to be quite candid I have my doubts. The Paris dress houses are all for a longer skirt, it is said. It will not be much longer perhaps, but it will certainly cover the knee-caps. At Ascot this year some very smart people wore dresses so skimpy that their knee-caps were visible. But needless to say no Royal personage was in this category, and it is always safe to follow the style worn by the Royalities and ladies about the Court.—H.B.

DIARY OF EVENTS.

To-day.

Sanitary Board Meeting, 4.15 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Dinner Dansant at Cafe Restaurant Parisien and after dinner dance at Lee Gardens.
Ping Pong League: W. Y. College *v.* S.C.A.A. (C.C.Y.M.S.).
Queen's Theatre: "The Dark Angel."
World Theatre: "Sherlock Junior."
Star Theatre: "The Fourth Commandment."
Principal Mails:—Inward: America, Canada, etc., and Europe *vid* Siberia (*President McKinley*). Outward: Canada, America, etc., Europe *vid* Victoria, B.C., and *vid* Siberia (*President Taft*), 5 p.m.

Wednesday.

St. Bartholomew's Day.
Stopping of Heat (*Shu-shu*).
Extraordinary General Meeting China Provident Loan and Mortgage Company, 2.30 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m. and King Edward Hotel, 5 p.m.
Ping Pong League: Hop Ying Club *v.* C.R.C. (C.C.Y.M.S.).
H.K. Baseball League: "Tigers" (S.C.A.A.) *v.* Filipinos, Happy Valley Diamond, 5.15 p.m.
H.K. Cricket League Annual Meeting, Sanitary Board Room, Post Office Building, 5.30 p.m.
Water Polo League: K.B.S.F.P.A. "A" *v.* V.R.C. "B;" K.B.S.F.P.A. "B" *v.* Royal Navy.
Dinner Dansant at Cafe Restaurant Parisien.
Queen's Theatre: "The Dark Angel."
World Theatre: "Sherlock Junior."
Star Theatre: "The Fourth Commandment."
Principal Mails:—Outward: Australia, New Zealand, etc. (*Mishima Maru*), 9.30 a.m.; Canada, America, etc., Europe *vid* Vancouver, B.C. and *vid* Siberia (*Empress of Russia*), 10 a.m.; Europe *vid* Marseilles, etc. (*Antenor*), 10.30 a.m.

Thursday.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Ping Pong League: T. Institute *v.* Y.M.C.A. (C.C.Y.M.S.).
12th Annual meeting or Associacao Portuguesa de Socorros Mutuos, Club Lusitano, 5.30 p.m.
Dinner Dansant at Cafe Restaurant Parisien and after dinner dance at Lee Gardens.
Queen's Theatre: "Sandy."
World Theatre: "Captain Blood."
Star Theatre: "Dance Madness."
Principal Mails:—Outward: Europe *vid* Marseilles, etc. (*Hector*), 10.30 a.m.

Friday.

Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m., and King Edward Hotel, 5 p.m.
Ping Pong League: St. Peter's Y.M.C. *v.* C.A.A. (Y.M.C.A.).
40th annual meeting of the Hong Kong Football Club, Messrs. Jardine, Matheson's Board Room, 5.30 p.m.
Dinner Dansant at Cafe Restaurant Parisien.
St. Peter's Y.M.C. Whist Drive, Cathedral Hall, 8.30 p.m.
Queen's Theatre: "Sandy."
World Theatre: "Captain Blood."
Star Theatre: "Dance Madness."
Principal Mails:—Outward: Europe *vid* Marseilles, etc. (*Haruna Maru*), 3.30 p.m.

Saturday.

4th Ordinary yearly meeting H.K. Realty and Trust Co., Ltd., Exchange Building (2nd floor), 11.30 a.m.
Lawn Bowls:—Division I.: Police *v.* K.C.C.; Kowloon Dock R.C. *v.* Taikoo R.C.; K.B.G.C. *v.* C.S.C.C. Division II.: Yacht Club *v.* K.C.C.; Taikoo R.C. *v.* Club de Recreio; K.B.G.C. *v.* C.S.C.C.; C.C.C. *v.* East Point R.C.
H.K. Baseball League: Japanese *v.* Filipinos, Happy Valley Diamond, 4 p.m.
Ping Pong League: Hop Ying Club *v.* C.R.C. (S.C.A.A.).
European Y.M.C.A. bathing picnic, Big Wave Bay.
St. Peter's Y.M.C. launch picnic. Launch leaves Queen's Pier, 3.30 p.m.
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.
Dinner Dansant at Cafe Restaurant Parisien and King Edward Hotel.
Queen's Theatre: "Sandy."
World Theatre: "Captain Blood."
Star Theatre: "Dance Madness."

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MANCHURIA FOR THE CHINESE.

JAPAN'S MODIFIED POLICY.

HUGE IMMIGRATION AND GROWING PROSPERITY.

LESSONS FROM THE PAST.

[BY COUNT SFORZA.]

More than in Canton and Hankow, where men and ideas come and go like the Chinese shadows that they are; more than in Shanghai, where a big British community naively considers itself England as once Ulster did; more than in Peking, where a Diplomatic Body mistakes old names and hollow palaces for living realities—it was in Manchuria that I saw at work the process that is the everlasting strength of China. In Manchuria, too, I found a great military nation—Japan—apparently realising the sterility of its past nationalistic and military policy.

It was in 1644—but yesterday in China's history—that the Ching, coming from savage Manchuria, broke the main defences of the Great Wall and entered Peking where they sat, until 1912, on the throne of the Ming. Only in the last years of their rule, about 1904, did the Ching withdraw a long-established prohibition of Chinese immigration into Manchuria. With their dynastic egoism they had wanted Manchuria to maintain her non-Chinese character, to remain a reservoir for loyal garrisons throughout unsteady China. Of course, in the day of danger the garrisons were of no use; Manchuria had become a desert, a desert twice the extent of Great Britain.

But a few years of freedom of immigration have been sufficient. Where on the morrow of the Boxer rebellion there hardly lived more than a few scattered peasants and shepherds, there are now 22 millions of a homogeneous Chinese population. The Manchu language, of those who for two centuries and a half were masters of China, has disappeared, submerged by the Chinese floods. It is only at the Pe-ling tombs, a few miles from Mukden, the resting-place of the founder of the Ching dynasty, that one may find some inscriptions in Manchu characters. Nobody is now able to read them.

Japanese Colonisation.

What happened with the Manchus is, in a way, happening with the Japanese, whom the Treaty of Portsmouth (1905) had practically left masters of South Manchuria. The Japanese Government thought it could take advantage of its privileged situation to carry out a policy of colonisation in Manchuria. For decades the problem of the overpopulation of the Nippon Islands had been the gravest problem of the nation. Tokyo in these years despised the Chinese race. The memories of the victory over the Russians had given the people a sense of overwhelming strength. Manchuria became the national cry. Enthusiasm was general for the programme of creating a continental Japan just where nature had shaped the geographical sword, Korea, pointed against the very heart of the nation. Adventurers and peasants, traders and farmers flooded in tens of thousands into the towns and fields of Manchuria. The Government encouraged the movement. The admirably managed South Manchuria Railway guided the peaceful invasion. The Japanese bought farms and started factories. They imported from China suitable workers for their farms, as the Japanese peasants proved too expensive and unequal to the hard Manchurian work.

But everywhere the Chinese peasants gradually became the proprietors. The Japanese had wanted rapid gains; the Chinese were content with economies made at the cost of every comfort in life. The Japanese wanted clean houses and gardens; the Chinese were content to crowd into mud huts. Indifferent technical management added to the poor production of the Japanese masses. The failure soon became evident.

A Lesson Shrewdly Learned.

Luckily for Japan the Manchurian lesson was learned at the same time as the more general lesson of the results of the world war. Nations, when they learn something, generally learn only in the course of generations. In Manchuria it seems as if Japan has learnt in twenty years a very important historical lesson. One may watch in Manchuria now the general demobilisation of the Japanese immigrant. More than that, Japan is encouraging the growing Chinese immigration from Shantung, which is rapidly creating new Chinese centres everywhere. Even Japanese industry, if at all speculative, is now frowned on by the Government. A prominent Japanese statesman said to me in Dairen, "Only with perfect organisation, Western science, adequate capital, and Chinese sympathy can we hope to work in China. Without these we are doomed to fail."

The change of tactics has not in the least diminished Japanese hopes in Manchuria. Only, the formula seems to be now: Manchuria must remain in peace; any danger of civil war must be warded off from the three provinces; the Manchurian plans must receive more and more Chinese immigrants; those growing millions are to develop into a happy world of exclusive customers of Japanese industries. It is not true that Chang Tso Lin, the war lord of Mukden, is Japan's man. There is no love lost between the two. But he appears to be strong, and he keeps the three Manchurian provinces united under a firm rule. If Chang disappeared fendal struggles might ensue.

Those politicians who are infected with a cheap Machiavelianism will hardly believe that Japan has learned the vanity of passing diplomatic successes. Everything, however, points to the fact that it is so. The Great War and its scanty gains have taught a great lesson that Japan has learned. And if the Japanese realise that a policy of peace is the only practical one for them in Manchuria, is it possible that they realise that it is also the only one for them to follow in the rest of China? Notwithstanding certain transient features, I am convinced that they do.—*Manchester Guardian.*

WAR AND THE OLYMPIAD.

SHADOW OF A SIEGE OVER SHANGHAI.

CHIANG KAI SHEK WAS TO BE CHIEF PATRON.

SHANGHAI, August 16th.

The fall of Chiang Kai Shek, chief patron of the Far Eastern Olympics and the impending attack on Shanghai by the Northern armies, have produced a chaotic situation which threatens the success of the Eighth Far Eastern Olympics, says a United Press message to the *Manila Times*.

The games were scheduled to start one week from to-morrow with Chiang Kai Shek as chief patron. The Philippine delegation have just arrived, making a total number of more than 300 athletes representing China, Japan, the Philippines and Hawaii.

Hints Postponement.

Dr. C. T. Wang, chairman of the Chinese National Amateur Athletic Federation, believes that if Shanghai is once more swept into the centre of the civil war, it might result in a postponement of the games, not cancellation.

The financial success of the tournament is assured. Last-minute donations obtained from Chinese merchants by officials in charge of arrangements have provided the necessary funds.

The grounds of the China National Athletic Federation are in good condition and ready for the games. Unless the war causes a postponement the contests will start on the 27th and end on September 3rd. This is the first Far Eastern meet to be conducted solely under Chinese officials, although three of the 8 Olympics have been held here.

The games are attracting more international interest than ever before. The American colony is concerned chiefly with the Chinese baseball team from Honolulu and the Filipino delegation numbering more than 100 first class athletes.

Watching Filipinos.

The Filipino amateur baseball team is being backed by Americans to win first place. Interest also centres in the Filipino basketball team, but this group is likely to meet stiff opposition from the Japanese and Chinese teams.

A few athletes are here from India, marking the first time India has ever been represented. Singapore sent Khoo Hooi Hye, a star tennis player who will be matched with the famous Aragon brothers of the Philippines, as well as with others.

There are more than 20 girls among the athletes and they plan to take part with the others in a great street parade preceding the games.

Members of the Municipal Council anticipate that Shanghai will be under siege within a week and the commanders of foreign expeditionary forces in Shanghai have been urged to prepare for a repetition of last February's disorders.

Refugees from Nanking are already arriving here and bring the report that the Northerners are already virtually in possession of the former Nationalist capital. There are no foreigners in Nanking and no foreign warships in the harbour.

The gray outlines of the foreign fleet still dominate the harbour of Shanghai. The Chinese city is in a state of unusual tension, being for the first time in several years without any government which can be readily identified.

GREATER TOKYO.

MAYOR PLANS CITY OF 5,000,000 PERSONS.

TOKYO, August 6th.

Mayor Nishikubo, the new Chief Executive of Tokyo, has revived the ideas of the creation of a greater Tokyo, dropped at the time of the 1923 earthquake. Tokyo proper is a comparatively small city, the limits of which are a circle drawn with a 5-mile radius with the Bridge of Japan—the Nihonbashi—as the centre, *the circle taking in a considerable portion of Tokyo Bay.*

Within this circle live approximately 2,500,000 people, while touching the circle and to all practical purpose forming parts of the city are 18 large and small towns, with an aggregate population equal to that of Tokyo. The plan now is to incorporate these adjoining towns and make Tokyo a city of five million.

The original idea was to include all the towns within a circle drawn from Nihonbashi with a 10-mile radius, which would have brought enough towns and villages within the city limits to give a population of nearly 7,000,000.—*Manila Times.*

WAR DEBTS.

THE AMERICAN ANGLE.

NO SENTIMENT FOR CANCELLATION.

[BY JOHN S. STEELE.]

"What do they think of us in Europe? They don't like us, do they?"

This question was asked of me by almost everyone whom I met during my recent trip to the United States, and to each of them my reply was, "They won't ask me when I get back what you think of them. They aren't interested, and they think very little about you."

It must not be supposed, however, that this was a confession of guilty conscience about the debt situation. America most emphatically does not feel guilty. A few college professors may, but the man in the street, when he bought Liberty bonds, did so in good faith, and believes he ought to be repaid. It is rather the result of the debt cancellation agitation which has created the impression that Europe hates America, and it has been fostered by incidents like the "Uncle Shylock" campaign in England, the importance of which was greatly exaggerated in the United States.

Tribute to Britain.

One of the leading statesmen in Washington declared to me that America to-day was the most prosperous and best hated country in the history of the world. "They are all jealous of our prosperity," he said, while another statesman, almost equally prominent, made the same statement, adding, "except the British, who have recognised their obligations like men, and are carrying them out." I found this to be the general attitude in official circles in Washington. The British are respected, and in most quarters liked, while for some of the other former "allies and associates" there is nothing but contempt.

There is absolutely no serious sentiment in America in favour of debt cancellation, and the propagandists of this policy, both in Europe and America, are only doing harm to their own cause. Public opinion in America may change in years to come, but there is no sign of it now. The average American, and particularly the Western farmer, who constitutes the most important element politically, cannot see any difference between national and a personal debt. He is willing to wait for payment if his debtor is in difficulties, or even to forgive the debt if he is satisfied that his debtor cannot pay anything. He believes, however, that the debtor ought to pay if he can.

The Western Farmer.

The argument that the money lent by America to Europe should be considered as America's contribution to the common war effort means simply nothing to him. When the loans were made it was not his war. It never was his war in the sense that it was an Englishman's or Frenchman's war. He knows that he invested his savings in Liberty bonds to provide the money lent, and he was assured when he did so that the nations to which it was lent would repay it when the war was over. Of course, these bonds were issued by the American Government, and will be repaid by it, but the holder of Liberty bonds is also a taxpayer, and he knows that if Europe does not repay he will be taxed to pay his own nation's debt to himself.

This, I think, is a fair representation of the present state of mind of the ordinary American voter and taxpayer, and it will require more than mere argument to change it. It will not be changed by European abuse. That is regarded only as a symptom of ingratitude, and serves to harden American opinion against any remission of debt. It may be changed at some time in the future by the argument of economic facts. If the common American realises that the tangle of international finance is hindering trade and hurting the world at large, he may be ready to make an immediate personal sacrifice for the larger general profit, and in this he is likely to be actuated by really altruistic motives.

Mellon-Churchill Controversy.

Constant discussion of the debt on this side of the Atlantic does only harm. It is regarded in America either as whining or as an effort to avoid just obligations. *The Mellon-Churchill controversy* did nothing but harm. As I have already said, the average American respects Britain for having met her obligation, and he was shocked to find in this what he thought was an effort to get out of the settlement, or a least to whine about it.

I have been careful to refer in all that I have written to the ordinary American—the man who would be called here "the man in the street." Instructed opinion in America is unanimous in admiration for Britain's financial probity, and in respect for her courage in face of great difficulties.—*Sunday Times.*

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

August 22nd, 1927.

B.K. Bank	$1,060 buy.
Do., London	£114½ nom.
Chartered Bank	£20 nom.
Mercantile Bank, A. & E.	£33 nom.
Do., C.	£13½ nom.
P. & O. Bank	£9⅜ buy.
East Asia Bank	$68 nom.
Canton Insurance	$590 sel.
China Underwriters	$1½ sel.
North China Ins.	Tls. 143 nom.
Union Insurance	$230 buy.
Yangtsze Insurance	M. $37 nom.
China Fire Insurance	$210 buy
Hong Kong Fire Ins.	$800 sel.
Douglases	$31½ nom.
Steamboats	$21½ sel.
Hong Kong Tugs	60 cts. sel.
Indo-Chinas (Pref.)	$30 nom.
Do. (Def.)	$48 buy.
Shell Transports	92/- nom.
Star Ferries	$54½ buy.
Waterboats	$16.90 nom.
China Sugars	$15 sel.
Malabon Sugars	$32 sel.
Benguets	$1.70 nom.
Kailan Mining Ad.	49/- buy.
Langkats (combined)	Tls. 18 buy.
Do. (single)	Tls. 9 nom.
S'hai. Explorations	Tls. 3 nom.
Shanghai Loans	Tls. 6 nom.
Raubs	H.K. $3.65 buy.
Tronoh Mines	19/3 nom.
Ural Caspians	5/- nom.
H.K. & K. Wharfs	$112 buy.
H.K. & W. Docks	$35 nom.
Hongkews	Tls. 188 buy.
New Engineerings	Tls. 4½ buy.
Shanghai Docks	Tls. 88 buy.
H.K. & S. Hotels	$8½ sel.
H.K. Lands	$53½ buy.
Hong Kong Realtys	$8 sel.
H.K. Territorials	$1½ sel.
Humphreys Estates	$12½ nom.
Prince's Buildings	$80 nom.
Rural Lands	$1½ nom.
Ewo Cottons	Tls. 7.30 buy., 7½ sa.
Orientals	Tls. 1.80 nom.
Shanghai Cottons (old)	Tls. 51 nom.
Do. (new)	Tls. 25½ nom.
China Buses	Tls. 7 nom.
H.K. Tramways	$20.80 nom.
Peak Trams (old)	$14 sel.
Do. (new)	$7 sel.
Singapore Tractions	11/- sel.
Taxis	$1 nom.
Amusements	$20 buy.
Canton Ices	$5 nom.
Cements (combined)	$7 sel.
Do. (old)	$6.80 nom.
Do. (new)	$1 sel.
China Lights (comb.)	$13 sel.
Do. (old)	$9½ nom.
Do. (new)	$6½ nom
China Provident	$4 buy.
Constructions	$11 sel.
Dairy Farms	$15.20 buy.
Dan A Wings	$8 nom.
H.K. Electrics	$53½ buy.
Macao Electrics	$37 buy.
H.K. Ropes (old)	$10 nom.
Do. (new)	$5 nom.
Lane Crawfords	$8 sel.
Mackintoshs	$22 buy.
Sincerus	$8½ nom.
United Asbestos	$12 sel.
Watsons (old)	$11½ nom.
Wm. Powells	$5 sel.
Telephones	$3.70 sel.

buy.—buyers; sel.—sellers; sa.—sales nom.—nominal.

EXCHANGE.

CLOSING QUOTATIONS.

August 22nd, 1927.

ON LONDON.—	
Telegraphic Transfer	1/11⅜
Bank Bills, on demand	1/11 7/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	1/11⅜
Credits, at 4 months' sight	2/0 7/16
Documentary Bills, 4 months' sight	2/0 9/16
ON PARIS.—	
Bank Bills, on demand	1,205
Credits, 4 months' sight	1,230
ON NEW YORK.—	
Bank Bills, on demand	47½
Credits, at 60 days' sight	47⅝
ON BOMBAY.—	
Telegraphic Transfer / Bank Bills, on demand	131
ON CALCUTTA.—	
Telegraphic Transfer / Bank Bills, on demand	131
ON SHANGHAI.—	
Bank Bills, at sight	79½
Private, 30 days' sight	—
ON YOKOHAMA.—On demand	100
ON MANILA.—On demand	95½
ON SINGAPORE.—On demand	84½
ON BATAVIA.—On demand	112
ON HAIPHONG.—On demand	—
ON SAIGON.—On demand	nom.
ON BANGKOK.—On demand	95⅝
SOVEREIGN, Bank's Buying rate	$9.90
GOLD LEAF, 100 fins, per tael	—
BAR SILVER, per oz.	25

MR. ROCKEFELLER AT 88.

I quite like the idea of Mr. Rockefeller, once the bogy-man of American politics and commerce, now assuring his countrymen that he spends his eighty-eighth birthday "with good will to everybody," says an *Evening Standard* writer.

The veteran of the brigand age of industry and finance is now "America's greatest philanthropist" and filled with the milk of human kindness. He plays golf, cherishes the hope of doing nine holes in forty-four, and of living to be one hundred, enjoys perfect health, and, I dare say, never wastes a moment's thought on those lurid early days.

The theory that the leopard does not change his spots was invented before the discovery of America and of oil.

ANCHOR BRAND PURE MANILA ROPE.

"THE CORDAGE YOU CAN TRUST."

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CABLE LAID HAWSERS

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ESTABLISHED 1854

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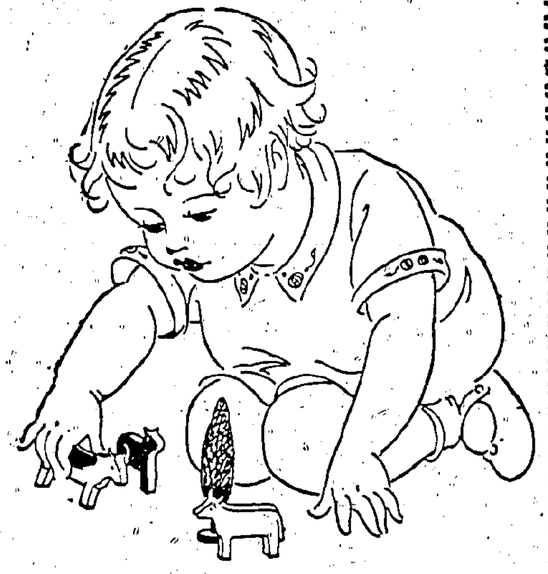
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THERE is no worry or anxiety in rearing Baby healthfully and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. *Ask your Doctor!*

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

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THERAPION No. 1
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THERAPION No. 3

No. 1 for Bladder Catarrh. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weaknesses. SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 2s. Dr. LE CLERC MFG. Co., Haverstock Rd., N.W.5, London or MAIL FROM 90, BISHOPS St., NEW YORK CITY or 1, WARD STREET, SAN FRANCISCO.

-ON SALE.

HONG KONG HANSARD REPORTS of the MEETING of the LEGISLATIVE COUNCIL for the Session 1926.
Revised by Members.

PRICE $5.

HONG KONG DAILY PRESS OFFICE.

PO PIU LOTTERY AGENTS.

BRIBES FOR A DETECTIVE.

BOTH PRISONERS SENTENCED.

Alleged to have been the agents in Hong Kong of an elaborate Macao and Canton organisation for the sale of "po piu lottery" tickets, two Chinese appeared at the Criminal Sessions yesterday, before the acting Chief Justice (Mr. Justice J. R. Wood) and a jury. They were also charged with bribing, or alternatively with offering bribes to police officers, to shut their eyes to "po piu lottery" dealings in which they (prisoners) were concerned.

The case for the Crown was conducted by Mr. H. Somerset Fitzroy (acting Assistant Attorney-General) and Mr. F. C. Jenkin appeared for the defence.

It appeared from the Crown's case that a certain Chinese detective had been given the special duty of collecting information for the purpose of police raids in connection with "po piu lottery" tickets. It was alleged that on June 26th he was approached by the first defendant, the second defendant being represented as the agent of a Macao concern. The second defendant asked the detective to stop seizing tickets and gave him $100. The detective was told (according to his story) that the first defendant would pay him further sums, and later he received another $300, and $270 at a later date.

It was also stated that defendants agreed that the detective should be paid $45 a month.

The matter was reported to Detective-Sergt. Lane, and a police trap was laid in a Chinese restaurant and the defendants were arrested on the occasion of the payment of the $270.

The Defence.

First defendant and second defendant both denied being concerned in the matter when they were charged at the Central Police Station.

At the Sessions yesterday the first defendant, who said he was a Chinese boarding house runner denied paying money to the Chinese detective at any time, or of having anything to do with "po piu." He said that he was going to entertain a friend at a certain restaurant when he met the detective off duty, and invited him along. He also met the second defendant and told him to come along as well.

An Alibi.

Second defendant denied being present at the restaurant where it was stated that the money was paid on the first two occasions. He said he was in Canton on June 26th and July 4th, the dates on which it was stated by the Crown that the first two deposits were paid. Defendant also called evidence, and witnesses stated that they saw him in Canton at this period. He was present in Hong Kong on the night of his arrest, when he met first defendant, who invited him to have dinner with him and his friend. He denied ever paying any money to the Chinese detective, or having anything to do with "po piu lottery."

First defendant caused some amusement when asked by Mr. Jenkin how much the dinner cost him.

He replied that he had written out the menu, and ordered the meal, but he had not time to eat it when he was interrupted by the police who at once arrested him.

The Verdict.

The jury returned a verdict of "Guilty" in respect of both prisoners, and His Lordship sentenced them each to 18 months' hard labour on each charge, the sentences to run concurrently.

HUGE WATER-POWER PLANT.

LARGEST TURBINES IN WORLD.

COLOGNE.

The Rhenish Westphalian Electric Power Co. are to erect at Herdecke on the Ruhr, not far from Dortmund, water-power works, which will contain four turbines, each of 3,400 h.p. These will be the largest water turbines in the world. The cost of the plant will be £1,000,000. The company at present produces the greatest part of its power from the soft brown coal which abounds in the Westphalian and Rhineland district.—*Evening Telegraph Company.*

IN THE IRISH FREE STATE.

THE NEW DAIL AND ITS MEMBERS.

RAILWAY AND ROAD PROBLEMS.

DUBLIN.

The taste, tempery and standard of debate in the fifth Dail is a marked improvement on its predecessor. One Minister, whose name need not be mentioned, cannot avoid a bad habit of personalities, which, though they may be often clever and, caustic, do not enhance the dignity of debate. But, on the whole, the Government is more sympathetic and accommodating to criticism, and has been chastened by the verdict of the electors. One new member, but a former Westminster Nationalist, surprised Deputies by quoting lines of Horace. The Dail seemed to be complimented by this touch of scholarship, but later in the Lobby one Deputy was heard to remark that he never knew his colleague was an Irish speaker.

It has not taken long to put to the test the value of election pledges. A motion was moved by Deputy O'Connell, of the Labour Party, to reject the nomination of Deputy Dolan for the post of Leas Ceann Comhairle (Deputy Speaker) on the grounds that he did not know Irish. It was argued that, Irish being a compulsory subject for all public appointments, the conditions should *a priori* apply to the holder of an office whose duty it is to preside over an assembly which is occasionally addressed in the "first" official language. His predecessor in office and his Chief, the Speaker, are both fluent Irish speakers. The election was carried by 47 to 31, and it would be interesting to know how many of the majority had given satisfactory replies to the questionaire of the Gaelic League issued to all candidates at the recent election. The whole incident is a good example of the part played by histrionics in the language movement.

A Valuable Recruit.

The Dail has a valuable new recruit in a deputy from Limerick, who recently came into prominence by his successful suit, carried to the Supreme Court to quash the county rate on account of its illegality. The expenditure of this County Council during the period of 1920-1925 has exceeded its receipts by some £100,000, and the strange thing is the Minister has no power to prevent or correct this abuse, though he can refuse to sanction the appointment of a wardsmaid or rate collector. Limerick, incidentally, is one of our richest counties and returned two Republicans at the last election.

Mr. Hewson, the Deputy in question, is now turning his attention to matters of State expenditure, and moved to reduce the allowances of £360 a year paid to Deputies and Senators. He was unable to find a seconder in this work of self-sacrifice, but the House did agree to appoint a Committee to inquire into the joint question of Ministerial salaries and members' allowances. It is a pity the question of Ministers' pensions was not also added because, poor as we are, it is not good policy for our Ministers who have made great personal sacrifices to be dependent entirely for their livelihood on the vagaries of an election. At the present moment some of the ablest of them are sorely tempted, before they are too old, to give up politics for the less exciting but more assured work of their professions. This would be a great misfortune to public life.

Ministers' Salaries.

In regard to the emoluments of our Ministers, it cannot said that at £2,000 a year, from which taxes are deducted, they are overpaid. In like manner, Deputies who give good attendance can hardly find their allowances excessive. We have very few men in public life of independent means, and it came as a surprise to everybody to be told by the Minister of Finance, in answer to a Parliamentary question, that there are only some 520 people in the Free State with an income of over £3,000 a year. This should give our Socialists food for thought, more especially as most of these fortunate few derive their income from foreign investments, and are but lightly rooted in our soil.

Trade and Tourists.

The directors of the Great Western Railway of England and our Great Southern Railway have been examining together and on the spot our trade and tourist possibilities. They have visited Kerry, Cork, and Waterford cities, and have held a conference with the authorities in Dublin. This is a wise move, for there is much to be gained by personal contact. There is also much truth in the saying that "The master's foot is the best manure!". Throughout their tour the weather was atrocious, and it required some little imagination to appreciate the charm and attraction of our country. There is nothing more depressing than our southern and western seaboard in wind and rain. As was inevitable on such a tour, the social side was inclined to predominate. The leading citizens of Cork and Waterford were entertained by the companies, and the result is a better understanding of common difficulties. As the general manager of the Great Western Railway pointed out, railway rates may be a burden, but at 60 per cent. increase on pre-war figures they are less than the increase on most other commodities.

In our country, even more than in England, the railways have great difficulties, which are reflected in the price of the ordinary stocks. Before the war they were about equal in value: now our £100 stock stands at 22, compared with the Great Western at 88. Our returns in volume, both of passenger and goods, are below pre-war, and show little buoyancy even at the existing level.

Motor traffic, over short distances, is a great rival, and has naturally been much assisted by the heavy State grants towards road improvement. The eight-hour day has laid an unduly heavy charge on lines serving sparsely populated country areas, as ours for the most part do, and the ravages of the civil war did much indirect damage that could not be made good by any money compensation. The effect of all these difficulties has been rather to stimulate than to discourage. With their backs to the wall, and nothing but themselves to rely upon, the management has shown not only imagination and courage, but initiative and resource. The dividend prospects may be still remote, but the way the problem is being faced is a good example of the qualities that private enterprise can evoke in the face of almost insuperable difficulties. With the highest motives and utmost good will, state enterprise, rooted in politics and tied by routine, and reinforced by the taxpayer, could never successfully face and overcome the same problems.

Road Traffic.

An inquiry is being held into our road traffic problems, and if the Commissioner of Police is to have his way we are going to take a further plunge into the abyss of regulation. He wants to license all bicycles, to make it an offence to walk on the highways, or even to cross at other than authorised places. He even refers with approval to the French law, which appears to make the erring pedestrian in Paris fair game for the taxi-driver. The Commissioner is a soldier who rose to the rank of general and served with distinction in the great war, and he has no doubt a great belief in the virtue of rule and regulation.

But surely there is a simple and more commonsense way of tackling the problem. The average man has no desire to kill himself, and he will very soon learn to avoid undue risks. If he does occasionally come to grief, it will be a wholesome warning to others. It is argued that judges and juries are always swayed in favour of the man on foot against the motorist in cases of accidents. This, on the whole, is in the interests of careful driving. The motorist generally is, and always should be, protected by insurance, and, as motorists become more careful, and foot passengers more circumspect, accidents will become less and rates will be reduced. In any case, there is no justification for all this "heavy weather" about our Irish traffic, the volume of which in Dublin is insignificant in comparison with that of New York or London, or even on the busy Portsmouth road at a week-end.—*Sunday Times.*

QUEEN'S THEATRE

TO-DAY AND TO-MORROW AT 2.30, 5.10, 7.15 & 9.20.

VILMA BANKY and RONALD COLMAN

IN

THE DARK ANGEL

FOURTH REVIVAL PICTURE.

WORLD

BUSTER KEATON

IN

SHERLOCK JR.

TO-DAY AND TO-MORROW
Orchestra at 5.15 & 9.20.
Chinese interpreter at 2.30 & 7.15.

STAR

BELLE BENNETT

IN

THE FOURTH COMMANDMENT

TO-DAY AND TO-MORROW
Continuous from 2.30 to 11.15.

STEPNEY'S SOCIALIST TOWN COUNCILS.

JOBS FOR RELATIVES AND REDS.

"GREAT DISSATISFACTION."

Great dissatisfaction is being expressed in Stepney, E., as the result of allegations regarding the manner in which positions under the local Socialist Council and Board of Guardians are being filled.

Complaints that councillors and guardians are finding jobs for their relatives and friends, that applicants for work are being asked the nature of their politics, and that public servants who are not Socialists are being replaced by men who do not know the work, are filling columns of the local newspapers and providing subjects for scores of local meetings.

A scathing public denunciation by the local Unionist candidate, Colonel Dodge, D.S.O., and letters from men who state that they have suffered as a result of the local methods of selecting workmen have brought no reply from the councillors and guardians concerned.

Col. Dodge's Statement.

Colonel Dodge said to a reporter:

Local guardians and councillors with the "influence" useful to a man wanting a job are undoubtedly using it to suit their own ends. Jobs are found for relatives and friends. The man who is a professed Red is a man with the best qualification for a job.

Ex-Service men are coming to tell me that although they are married they have been passed over for jobs in favour of single young Communists and conscientious objectors.

Jobs are going to non-Stepney men merely to give preference to Reds. Men who have sought jobs have been asked, "What are your politics?" as if politics matter a button in a matter of this kind.

In one issue of a Stepney newspaper the following allegations are made:—

(By a man who says he was replaced): Was expecting his work as kitchen porter in a local institution to be made permanent when he was given an hour's notice. Asked higher officials why, and was told his work had been excellent. Was replaced by a Socialist with no experience of the job who later complained that the work was too hard and got assistance.

Men with an experience of poor-law work were refused a job, which went to a councillor who had been employed at a metal refinery.

A married man working at a hospital was put off to make room for a single man. The guardians now have to pay relief for the married man, his wife, and his children, and wages for the single man.

These allegations are a small percentage of those brought forward in one issue.

SERMON IMPERILS A WEDDING.

FEAR THAT IT WOULD NOT STOP IN TIME.

Father Ronald Knox became so absorbed in his sermon at the wedding of Mr. Edward Hulton, only son of Lady Hulton and the late Sir Edward Hulton, and Mlle. Kira Levkovitsch, daughter of General Levkovitsch, of the late Czar's army, at the Brompton Oratory, that he nearly prevented the marriage taking place.

The law does not recognise marriages in a Roman Catholic Church unless an official registrar is present to perform the subsequent civil ceremony. This can be done only up to three o'clock in the afternoon.

At seven minutes to three Father Knox was still engaged in his address. The registrar became anxious. The verger approached some of the ushers, and implored them to convey by some signal to Father Knox that if he did not release the bride and bridegroom from the altar the ceremony would have to take place all over again the next day.

Ushers and friends were in consultation. The clock now pointed to five minutes to three.

When a crisis seemed imminent one of the surpliced servers approached Father Knox and warned him. Father Knox, however, was not to be brought to a hurried conclusion, and it was almost three o'clock when the bride and bridegroom rushed to the vestry to sign the register before it was too late.

Mr. George Grossmith's son was best man, and among the congregation was Grand Duke Michael.

THE CIGAR THIEF.

RICH MAN WHO STOLE THEM FOR YEARS.

BERLIN.

It has been the custom for many years for one of the most prosperous bachelors of Cassel to get his expensive cigars from one of the best tobacconists in the town. He was a connoisseur of cigars, and there was the utmost good feeling between shopkeeper and customer.

For many years the tobacconist had noticed an unaccountable disappearance of cigars from his shop. The other day he was certain that six cigars were missing from each of the four boxes that he had shown to the bachelor.

The next time that the bachelor came the tobacconist went to a back room, where he and a friend watched the movements of the customer in a mirror. They saw him quickly stuffing cigars into his pocket.

The bachelor then owned that for years he had stolen cigars, and offered £250 as compensation and £150 to the Red Cross if the matter were kept quiet.

Apparently it was not, for all Cassel is enjoying the scandal, and the prosperous bachelor has left the town.

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FROM SINGAPORE TO SIAM.

HOW MALAYA IS CHANGING.

BY R. J. H. SIDNEY, M.A., F.R.G.S.

BATU PANAT, August 12th.

There will be no need to describe the road between Singapore and Johore Bahru: it is well known to most of us.

Dust: Burning: Bad Surface.

One's prevailing impression was the dust, the acres and acres of country along the roadside which have been burnt or are actually being burned to-day; and the bad surface of most of the road. True, there are steam-rollers at work in parts, attempting to cope with an enormous task, and for many miles the red laterite surface is very fair—especially near Batu Pahat and after one has made the turn to the left—but on the whole the surface of the road is bad. There is a strange difference between this road as it is to-day and the same road only four years ago.

The volume of traffic has swollen, the look of the country owing to the felling and burning of the jungle has perceptibly altered, and generally it seems that this wilder part of Johore State is being cultivated and opened up and that soon it will be inhabited.

Pineapples: Rubber: Jungle and Padi.

It is a common gibe that there is no scenery worth mentioning in Malaya. A careful observer even of this 80 miles of road would soon tell a different tale. To begin with one passes through country mainly devoted to pineapples, and the small and picturesque villages are entirely devoted to the pineapples factories nearby. Later we get jungle on one side and rubber on the other side of the road, and it is not until the 50th mile that we see padi. The recent felling and burning have given most of the roadside an untidy appearance, but in places there are fair green hills reminiscent of any country rather than Malaya.

The Stone Chisel Town.

Luckily I have a friend here who gave me much curious information about this town in the course of a stroll round last evening. I had not realised before that the name of the town meant "stone chisel" and that this is supposed to date back to Portuguese times. It is said that when the Portuguese were building Malacca they obtained some very good stone from the mouth of the Batu Pahat river—it was chiselled here or hereabouts: hence the town's name. The modern town is not much more than ten years old, and it is perhaps one of the best planned towns in Malaya with its wide streets, and its room for expansion. And it is expanding! I can see great changes since I was last here in 1923.

As usual it is difficult to gauge the population—my friend put it at 5,000—but every day sees a fresh building going up, and soon it will rank as a first-class township and have an Adviser, I understand. At present there is no electric light, but the hollow-wire system seems a very efficient substitute and the main roads of the town are as well lit as most other places.

The Rest Houses.

There are now two Rest Houses, one for senior Government officials, and one for more humble folk. The latter is apt to be crowded, and visitors desiring accommodation are advised to write early. I had written, but my letter did not appear to have been received. It was surprising to see the former rather sleepy rest-house, which I remembered, so full, and altogether so different.

It has been re-painted, there are new chicks, and all the windows have been wired over and the doors furnished with strong locks and bolts. The gang robbery fever has spread to this town, and visitors are asked to secure their rooms at night or before leaving them. The food is good, and again one marvels at the efficiency of the Chinese in providing one with a meal of several courses at a moment's notice.

Malay Opera House.

One of the most interesting places into which we went last night was the theatre where the Malay operas are staged. Unluckily it being a Thursday there was no performance to be given. In the 'dress circle' were a number of Malays—the actors I learned—who live on the premises and doing their various domestic businesses quite oblivious of the incongruousness of it all to the mere Westerner. I am told that this, the Maha Opera of Muar, is one of the best in the country. Those who don't know Malay Opera are advised to sample it.

A Tale About Robbers.

I was told a tale about robbers last night, and gang robbers at that, which seems almost unbelievable. Three men were lodged in one small cell in the prison here awaiting trial. Their only furniture was the plank bed provided for them to lie on, and a bucket.

Their cell was on the outer wall of the prison and actually had no other wall guarding it. One of the robbers broke off the handle of the bucket, bent it, and made it into a pick and began systematically to pick out the cement surrounding one of the bricks. He had soon dislodged one brick, and the wall only having one thickness it was not too difficult to make an opening wide enough to allow him to crawl out. His companions followed. They got clean away! If the prisoners had been lodged in any other cell they would have had to climb a wall; round this one there was nothing.—*Straits Times.*

(Continued on next Column.)

SINGAPORE JEWELLER'S SHOP LOOTED.

WELL-PLANNED ROBBERY.

INTERESTING METHODS OF THE THIEVES.

SINGAPORE, August 15th.

A well-planned robbery occurred last night, ten armed Chinese, having obtained admittance by a ruse to a North Bridge Road Chinese jeweller's shop, looting the place to the extent of several thousand dollars, and binding the proprietor and his assistants before leaving silently, as they had come, by the back door, whence they gained the public thoroughfare unmolested by way of a back lane crowded by hawkers and their patrons.

The robbers brought off their coup soon after closing time. A knock was heard at the back door, accompanied by a request to see one of the assistants.

The door was opened, and in filed six armed men. The proprietor and his assistants were placed under armed guard and the robbers proceeded to loot the place.

Every Bedroom Searched.

The key of the safe was commandeered and the money therein taken. Not satisfied with this, every bedroom upstairs was thoroughly and systematically searched for the cash of the women occupants, one of them being thereby victimised in a sum of over $1,000.

With the front door securely barred against intruders, the back entrance guarded, and the occupants vigilantly watched against any attempt to get away and seek assistance, the six marauders might have completely rifled the show cases. In their selection of the contents, however, they were, as discriminating as they were thorough in their search for cash in the bedrooms upstairs. They took only those articles of jewellery which for reasons of their own they considered would best meet their needs, and this thorough ransacking of the show cases and receptacles for valuables resulted in an almost indescribable scene of confusion in which they left the place, the floor and tops of the various show cases being indiscriminately littered with gold watches, diamond rings, etc.

Discriminating Robbers.

The robbers' discrimination is suggestive of the theory that they confined their attention mostly to second hand articles of value, new jewellery being rather difficult to get rid of, in the suspicion under which any one of a certain type attempting to pawn or sell new stuff of value would inevitably fall.

The manner in which the robbers gained admittance from the back door indicates how carefully the coup was planned, for after closing hours the inmates use the entrance for egress and ingress, and it was only natural to expect that an acquaintance wishing to speak with one of the assistants after the closing hour would approach the back door.

Not the man who opened the door to the robbers, but another assistant, who went out as they came in, has fallen under suspicion, and is at present in Police custody. His is the only arrest that has been made in connection with the affair.

The total value of the booty has not yet been estimated, but it is expected that it runs to over $3,000 at the least.—*Straits Times.*

THE MANAGING PARTNER.

A WOMAN WHO "RAN THE SHOW."

TO TAKE SHARE OF LIABILITIES.

At the Summary Court yesterday morning, the acting Puisne Judge (Mr. P. Jacks) delivered judgment in a case in which the partnership of a local firm was involved.

Chan Ng Sze had sued Tak Lan and Tsang Ah Cheong, the managing partner, for the recovery of $916.50, this being principal and interest secured by two Chinese borrowing notes which bore the finger print of Tsang Ah Cheong and the chop of Lan.

In his Judgment, His Lordship said *inter alia*:

When the case first came before the Court, Tsang Ah Cheong consented to judgment which was given against both defendants. Subsequently an application was made on behalf of the Lan for a rehearing of the case on the ground that Tsang Ah Cheong was not a partner and had no authority to consent to judgment for the firm. The rehearing was granted, Cheng Cho and Cheng Sik Pui being joined as defendants.

Tsang Ah Cheong in her evidence said "I am the managing partner of the Tak Loong Lan. I have the chop, the keys of the safe and the book." She gave an outline of the history of the firm and its partners in which she appeared well versed. She was the concubine of one of the original partners and had no doubt worked for the firm for many years.

She appeared a masterful kind of woman and when once started her influence and energy would go a long way. She seems to have overshadowed the manager, Cheng Cheung, who appears to have let her do his job.

More Important Than He Pretended.

With regard to Cheng Sik Pui the plaintiff's counsel in cross examination of the witnesses for the defence elicited much which gives me the impression that he was, for all practical purposes, a far more important person in the firm that he alleges himself to have been. I cannot, however, bring myself to rule that he was a partner, the more so as neither of the agreements which have been put in as exhibits mention him.

I do feel that he was in such a position that had the business of the firm been a flourishing one he could and would have claimed partnership.

I find that Tsang Ah Cheong was a partner and that she had authority to borrow money; that Cheng Cho was a partner when the money claimed was advanced; that Cheng Sik Pui was not; and that Cheng Sik Pui had knowledge of the loan by the plaintiff and acquiesced in it. I therefore give judgment for the plaintiffs with costs.

CANNIBALISTIC RITE IN SHANGHAI.

BOILING AND EATING "AN ENGLISHMAN."

CHINESE SERVANTS' STRANGE DOINGS.

While as a rule Chinese processions attract very little attention from the foreigner long resident in the East, there was one which occurred a night or two ago which on account of its sequel showed that curiosity in connection with it was well repaid. The event took place in Medhurst Road, and it appeared that in the evening most of the boys, cooks and coolies in the vicinity gathered for some sort of procession. It is said that some such function takes place every year in that vicinity, though for what reason is not explained, but usually it is harmless enough. On this occasion, however, its sequel was very different.

The sequel occurred the next morning, when a number of those who had taken part in the procession were seen surrounding a boiling pot. Into this were thrown what what at first sight appeared to be parts of a human body, the foreigner who observed the proceedings noting a head, a hand and a leg. Closer inspection revealed that these had been made out of flour or rice, the dough having been fashioned into representations of human limbs. When cooked, these were eaten, and in reply to questions put to the participants the answer was given that they were "eating an Englishman."

Inquiries indicate that such a custom as this is by no means a Chinese one, and the theory is that it is an importation. And by whom? One suggestion is that, realizing its picturesqueness, and the effect it might have upon the ignorant the Soviet may have vamped it up from some of their correspondents in other countries where black magic is a fine art.—*North China Daily News.*

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CHATER ROAD IS OUR ADDRESS

A BOLSHEVIK FROM JAVA?

ARREST IN MANILA.

LABOUR LEADERS INDIGNATION.

Tan Malaka, 30 years old, accused of being a Bolshevik agent from Java under the guise of a newspaper man, was arrested by the secret service and Constabulary last week says the *Manila Times*. He was immediately taken to Constabulary headquarters.

The young man, it is said, arrived in Manila early this year and had several conferences with local labour leaders. His movements were closely watched by the police, but efforts were apparently made by labour leaders, it is said, to shield him. Before his arrest he had just arrived from the provinces.

All Kept Quiet.

Both secret service and Constabulary officials refused to say anything about the young Javanese.

Information obtained by the *Times* from reliable sources show that Tan Malaka is 30 years old, and was born in Sumatra. He obtained his college education in Holland and travelled extensively in Europe. Before he came to the Philippines he was closely connected with the nationalist movement in Java.

Concerning the arrest of Tan Malaka, Francisco Varona, well-known labour leader and president of the Philippine Labour Congress, gave out the following statement:

"I know the young Javanese detained at Constabulary headquarters and I sincerely deplore the great error which is the cause of his arrest. This man is a worker on behalf of his country's destiny and that of his race, in the same manner that his Malayan kins and ancestors—Rizal, Del Pilar, Ponce, Regidor and others laboured.

Bolshevism Denied.

"He is not a Bolshevist. I am becoming convinced that the most ingenuous method of discrediting any organized aspiration by the masses, no matter how harmless it may be, tending to gain the rights of their country, is to point to such aspiration as a Bolshevist movement. Bolshevism is becoming to be like the bogey of "Filibustero" in the past.

"The young Javanese is a political refugee from his country where he is being persecuted. I do not see why the Philippine Government should persecute him simply because his own Government is persecuting him."

MARCONI'S CAPITAL.

Mr. Justice Eve, in the Chancery Division at a hearing on July 21st, was unable to deal further with the petition for the reduction of the capital of Marconi's Wireless Telegraphy Co., Ltd., from £4,000,000 to £2,374,954, as arranged, and will not proceed with the matter till after the Long Vacation. Senator Marconi and Sir Gilbert Garnsey have made affidavits in support of the petition, which is opposed by shareholders and debenture-holders, an notice has been given of their cross-examination.

DEATH BY ELECTROCUTION.

ELECTRIC CO. INVOLVED.

JURY RECOMMEND BETTER WIRE INSPECTION.

The inquiry into the death of a Chinese, named Poon Chan, who was electrocuted on the 15th inst. was held at the Central Magistracy yesterday afternoon, Mr. R. E. Lindsell sitting as Coroner. From the evidence of witnesses called, it seems that Poon Chan was with another employee of Cheung Wo, of No. 33, Bailey Street, at service at No. 34, Tung Street, clearing a choked water pipe in front of the house. Deceased climbed up a ladder just beneath the verandah of the first floor, under which there were two parallel wires of the Hong Kong Electric Co., and was handed a hammer, chisel and a piece of wire. He then drove a nail into the wall. At this stage his assistant below heard the fusing of wire and saw several flashes of fire, immediately after which deceased fell to the ground head downwards. He died shortly afterwards.

Mr. Sorby, representing the Hong Kong Electric Co., said that the wires in the case were part of the system of his Company. He said that the wires had once been connected by T's to minor lines, but the T's had since been removed and it was apparent that the parts had either been insufficiently patched or that the patches had been worn away. He added that the Company had appropriated a considerable sum of money this year for renovations to their street lines and the wires in Tung Street were due for repair within a month.

Mr. Lindsell, summing-up, said that it was obvious that the deceased met his death by misadventure, but asked the jury whether they found fault with the Company for neglecting their wires. He said that the Company could not be held for manslaughter, as there was no criminal intention on their part.

The jury returned a verdict of "Death by misadventure" and added a rider that a recommendation should be made to the Company to make a regular system of inspection of all street wires every year or every six months.

Mr. Lindsell said he would report the finding to the Government.

A HAND THROUGH THE PORTHOLE.

ITS OWNER GAOLED FOR GRABBING A BEDSPREAD.

Arrested by the Naval Yard Police on Sunday, a Chinese delivery coolie, engaged to take foodstuffs to H.M.S. *Magnolia* was charged before Mr. W. Schofield at the Kowloon Magistracy yesterday morning with the larceny of a bedspread, the property of the Admiralty.

P. O. Caskill saw the man, and he was arrested when he landed from a sampan.

It was stated by Sub-Inspector Dorling that the defendant had come alongside the ship to deliver meat, and while there he stole a bedspread by pushing his hand through one of the portholes.

Sentence of three weeks' hard labour was meted out by His Worship.

THE TRACK OF THE TYPHOON.

TERRIBLE HAVOC AT MACAO.

CONSIDERABLE LOSS OF LIFE FEARED.

STORIES FROM SHIPS THAT WEATHERED THE STORM.

"BEACH COMBERS" SHARPLY PUNISHED.

Further typhoon fatalities among the native population have had to be reported, and to-day further information is available of the experiences of shipping in the vicinity of the storm. Vessels of all kinds, from the humble junk and sampan to the great *Rawalpindi* were emperilled and there were a good many casualties. The liner, it is clear from the laconic official report, was only saved by the cool headed seamanship which is the tradition of the Merchant Service.

But it was Macao that suffered the most. The town was flooded, trees and posts were torn up, houses demolished and no estimate can yet be given of the loss of life in the Portuguese Colony. Dead bodies were seen floating in the streets and others were probably crushed by falling debris.

From the sea no toll seems to have been taken of steamship traffic, but the loss of junks and their crews is, of course, unknown. The Captain of the *Yuet On* pays a tribute to the calmness of the Chinese passengers during a very trying period. The River boats suffered a good deal of damage but were in no danger.

The "Saturday's "blow" took a greater toll than as first reported. Yesterday our representative made another tour of the island and the mainland and many cases of death and disasters were narrated.

MORE TYPHOON VICTIMS.

A hut built at the foot of the hill at Chenlunghan, Kowloon City, was crushed by a big boulder and two Chinese women were instantaneously killed.

At Aberdeen harbour, and 81-year-old woman was washed overboard from her house-boat on Saturday and was drowned. Her body has not been recovered.

The body of an unknown Chinese was picked up by the Police on Sunday on the foreshore at Cheungshawan.

A fishing junk on her way from Chuichow to Stanley was caught by the typhoon at 6.45 a.m. on Saturday and sunk just outside the harbour of Wongmakok. Of the four fishermen on board, two were drowned.

At Tai O, a number of matsheds and brick buildings were demolished and a whole family, consisting of a man, his wife and their child were killed.

FLOATING FIRE IN CAUSEWAY BAY.

A terrible fire which would have resulted in the loss of many lives was narrowly averted at the Causeway Bay Shelter, during the typhoon. A lighter fully laden with kerosene capsized just outside the shelter, and in some unaccountable way flames broke out.

In less than a minute fire was floating in the water in several places gradually drifting into the shelter where small junks were taking refuge. Two of these junks actually caught fire but thanks to the presence of mind of the boatmen, the flames were quickly extinguished.

Topmast of H.M.S. "Peterel."

The topmast of H.M.S. *Peterel* was carried away. She was at the time undergoing repairs at Kowloon Dock. When seen by our representative yesterday the topmast was hanging by the rigging.

MINOR DAMAGE AND INCIDENTS.

The Empress Hotel at Connaught Road West had its chimneys blown away during the blow.

All the wharves at the Western waterfront on Saturday had their water supply cut off during Saturday.

The Star Theatre in Kowloon lost a portion of its roof on Saturday afternoon.

Ming Yuen Gardens has been marred as regards its beauty, and Shaukiwan houses have also suffered, although the damage has not been very extensive.

There have been various cases of junk losses, overturnings and sinkings.

An Indian constable, according to brief police reports, rescued a European who fell into the Harbour from near the Star Perry Wharf. He unwound his turban and brought the man to safety. The name of the European is not known.

The scene of the collapsed taxi garage at Kowloon has attracted hundreds of sightseers. Out of the 20 or 30 cars housed there, only a few have escaped. Motor-cycles appear to have come off best, having been in a more sheltered part of the building. Salvage work is proceeding, and it is not possible to estimate the damage which must be very extensive.

The Kowloon Cricket Club did not go unscathed. Its bowling greens like all green in the Colony was flooded and damaged, while the extension, used as a committee room was completely wrecked.

The Kai Tack Motor Bus Company sheds received some damage. Two large bathing matsheds at Stonecutters' Island erected for the use of the Military and Nury during the bathing season were reduced to a few poles.

The clock on the Kowloon Railway Station's tower lost its northern and eastern dials.

A Marriage Frustrated.

A Chinese wedding which was taking place on a boat at Aberdeen was interrupted by the typhoon at 4 p.m. on Saturday. Fortunately, no lives were lost when the boat turned turtle. She was subsequently raised and a big hole was found in her bottom. The damage was estimated at $800.

"For Safety."

During the typhoon, gentlemen of the underworld plied their trade. One stole $145 worth of property belonging to the Chinese Bathing Club, including air guns, bathing costumes, a few bottles of wine and a cash box, from a matshed at Tsatchimui, where the goods had been placed "for safety."

Taipo Bridge Gone.

The temporary bridge at Taipo was washed away and all the bathing matsheds at the Taiwan Bathing Beach were blown down.

Standard Oil Company's Loss.

Floating about the water, after the typhoon, were many casks and tins of kerosene some of which were washed ashore at the Castle Peak Road. These belonged to the Standard Oil Company and were unloaded on to junks from the s.s. *Patrick Henry* on Friday night, and in view of the approaching typhoon, the junks went to shelter at Tsin Wan with the kerosene on board. During the height of the typhoon, the oil drums were swept overboard but the boats all weathered the storm and no lives were lost.

The *Pensacola*, an inspection boat belonging to the same Company, was sunk during the typhoon. She was also taking shelter alongside the junks laden with kerosene and had only one man on board. She was only a small craft and the wind and waves were too much for her. The occupant was rescued by a sampan.

"Tankoo Wanyi" Beached.

During the evening when the wind was still strong the *Taikoo Wanyi* dragged her anchor and drifted about in Kowloon Bay. She was washed by the heavy sea towards the shore and after drifting for sometime, she beached off the Kwong Tack Cheong Shipbuilding Yard, just to the North of Messrs. Bailey's shipyard.

Apparently she was holed by striking rocky ground, for her after hold was making water yesterday.

Tree Shorn.

Trees everywhere have been uprooted or snapped off. The ornamental trees outside the Courts of Justice suffered badly, and many of the branches, that had weathered the gale had to be lopped off, and the bare trunks with leafless shortened branches look as forlorn as if they had been scarred with shot and shell.

Canton Safe.

Steamers arriving from Canton reported that no apparent damage was done by the typhoon there.

Barometer Readings.

Barometer readings at Wangmoon were 29.07 by the s.s. *Kochow*, 29.00 by the s.s. *Tai Ming*, 29 at Kongmoon by the *On Lee*, 29.08 at Ma Chau by the *Yuet On*, and 29.38 by the *Taishan* at Tiger Island.

Rickshas Do Well.

With no busses or trams running, ricksha coolies reaped a rich harvest. Rickshas were at a premium. $1.50 was charged from the Central district to Causeway Bay. Those coolies adventurous enough to make the hazardous journey reaped rich "cumshawa," and passengers who made the trip had to pay up and look cheerful. Motor cars were charging $2.

TYPHOON PLAYS HAVOC WITH MACAO.

GREAT LOSS OF LIFE AND PROPERTY.

DARKNESS AND DESTRUCTION.

Macao was far more badly hit by the typhoon than Hong Kong, her streets were inundated and her lighting system was totally put out of order. Corpses were seen floating about in the streets and on the water front. A steamer and the gunboat *Republica* were driven ashore.

Interviewed by our representative, the master of the s.s. *Chuen Chow*, which was at Macao on Saturday, told a graphic story of the havoc played by the typhoon at that port. He said that the six typhoon warning guns were fired shortly after mid-day on Saturday. The "blow" however, did not reach its worst until about 5 p.m.

"The best part of the story for your paper would be that the streets were flooded and sampans did a roaring trade in conveying people to and from their "business," he said. All along the Praia Grande and the streets beyond it were flooded, and in some places, the water was about four feet deep. Several houses collapsed and corpses were floating about the streets. Matters were made worse when the whole town was plunged into darkness just after night-fall. Sign-boards and telephone poles were hurling about in the air. Trees were up-rooted and in some cases carried by the force of the wind to some distance away from the place where they were torn from the ground.

The Netherland Harbour Works' lighters, junks and dredgers broke away from their moorings. They were dashed against the sea-walls and some of them were smashed.

The Portuguese gunboat *Republica* and the British steamer *Hung Cheong* were blown ashore, but the gunboat was able to get off when the wind had changed. The *Hung Cheong*, however, stuck fast to a mud bank, her mast and part of her fittings were carried away by the wind.

The Racecourse was flooded and all matsheds were blown away by the furious wind. The lowest reading of the barometer was 28.54.

A part of the fishing fleet also suffered damage. The bund was strewn with wreckage. Several houses on Green Island were reported to have collapsed.

THE "YUET ON'S" EXPERIENCE.

CALMNESS OF PASSENGERS PRAISED.

The *Yuet On*, a steamer on the Canton run, left that port on Saturday morning at eight o'clock with 400 passengers and 120 tons of cargo. The weather at the time was good and showed no indication of a coming storm. When the vessel came to Ma Chau, however, a gale arose, and her captain, Mr. G. A. Cormant, decided to take shelter just off the north of Lan Tau.

The barometer fell to 29.08 and the sea became very rough. Violent winds and rainstorms started and both her anchors began to drag. During the height of the blow, the sun deck, wind screens and iron shelter doors were blown away. One of the masts also went overboard with boat covers and all loose fittings.

When the ship was visited by our representative yesterday, carpenters were busily at work repairing the damage. Capt. Cormant said that during the height of the typhoon and when the vessel was passing through a very terrible ordeal, the passengers all behaved extremely well. They were visited at intervals by the ship's European officers who assured them that the vessel was not in any danger.

HOW WEST RIVER BOATS FARED.

The Barometer readings at Wangmoon were 29.07 by s.s. *Kochow*, 29.00 by the s.s. *Tai Ming*; at Kongmoon, 29.00 by *On Lee*; at Ma Chau, 29.08 by *Yuet On*, at Tiger Island, 29.38 by *Taishan*.

The s.s. *Wing On* left Wangmoon for this port on Saturday morning at five o'clock and arrived at about nine o'clock at night. She took shelter at Stonecutters' Island, but the fury of the wind tore away all her wooden awnings and her mast was wrenched out. She is now in a Chinese dock at Kowloon Bay for repairs.

At Wangmoon the s.s. *Tai Ming* took shelter with the *Kochow*. Although the *Tai Ming* dragged her anchor, she came to rest in a safe berth away from the *Kochow*. The *Kwong Hing* which was also sheltering at that port reported no damage.

The s.s. *On Lee* was to have sailed from Kongmoon on Saturdnay at 3.30 p.m. but was unable to do so. She left on Sunday at 4.45 a.m. and arrived here the same afternoon.

(Continued on page 8.)

WAIT AND SEE.

CANTON'S PRESENT ATTITUDE.

QUESTION OF CHIANG KAI SHEK'S SUCCESSOR.

CONFERENCE AT WUCHOW AND KIUKIANG.

[FROM OUR CHINESE CORRESPONDENT.]

As was expected the situation in Canton is definitely taking a new turn following the conference which was held recently by General Li Tsai Hsin at Wuchow. An outline of the results of the conference was given by persons closely in touch with Mr. Koo Ying Fun. Mr. Koo, accompanied by General Li's Divisional General, Chen Chi Tang, returned to Canton on Saturday evening.

Owing to recent developments in the Yangtsze Valley, political, financial and military problems have to be seriously considered in connection with Kwangtung and Kwangsi. Militarily, it has been decided that the main Cantonese forces shall be concentrated in Northern Kwangtung, near the Kiangsi and Hunan borders, for purposes of defence only pending the settlement of all issues between Nanking and Hankow. The Military Headquarters in Canton, being subordinate to the General Military Headquartrs in Nanking, will be maintained in view of the fact that the Canton Government still recognises Nanking as the Central Government.

As far as politics are concerned, the Canton leaders consider that the resignation of Marshal Chiang Kai Shek is concerned solely with military affairs and does not necessarily effect the political position of the Kuomintang. Therefore, all political departments under the Canton Government will be carried on as usual.

The Canton auhorities are paying particular attention to the finances of the Kuomintang Central Bank and realise the necessity of the bank being supplied with a sufficiency of silver. During the past two or three days this silver has been provided. Now it is said that the bank has more than $10,000,000 cash on hand to redeem outstanding notes.

General Li Tsai Hsin declares that he will not resume active direction of affairs in Canton until the customary period of strict mourning is over, which may mean a period of 49 days.

It is reported that General Tang Seng Chi, the chief militarist of the Hankow party, has now an agent in Canton inviting the more influential of the politico-militarists in Canton to attend the coming conference of Kuomintang leaders in Kiukiang. General Tang Seng Chi is a candidate for the post of Commander-in-Chief vacated by Chiang Kai Shek. But it is thought probable that General Li Tsai Hsin will himself be a candidate for this position.

A newspapers manager was recently convicted by the Canton District Court for libel and sentenced to imprisonment for five months. His paper commented on the recent visit of a party of Chinese journalists to Hong Kong and "accused" them of having accepted hospitality from the "Imperialists."

"The Kwangtung Commercial Maintenance Association," a new organisation of merchants has joined its voice to those protesting against the luxury tax. It has published a resolution, passed at a recent meeting, to the effect that any merchant who yields to the Government tax collectors' demands will be severely dealt with by the united merchants. If any merchants are forced by the Government to pay the tax all members of the Association declare they will suspend business.

A DEAD MAN'S BUSINESS.

THOSE WHO CARRY ON LIABLE FOR DEBTS.

NO WINDING UP CARRIED OUT.

Judgment was given at the Summary Court yesterday morning by the acting Puisne Judge (Mr. P. Jacks) in a dispute concerning the alleged liability of a relative for the debts of a dead man's business. The point was whether there had been continuity in the business following the previous owner's death, or whether the business and its debts expired with the owner.

The action concerned a claim for $944 in respect of goods sold to the owner of a Wanchai market stall, who had since died.

In giving judgment, His Lordship said *inter alia*:

The business of the defendant firm was carried on by the late proprietor until his death. The widow did not take out letters of administration. The licence of the stall had expired and it was thought apparently that the business had expired with it. The widow applied for a licence in the name of her son and now carries on business under the old firm's name.

She contends this is a new firm and not liable for the debts of the old one. The point I have to decide is whether this business is the same as that carried on before the death of the late proprietor.

In my opinion the widow is carrying on the business of the firm as administratrix *de son to*. I do not say she had not acted in good faith. She may have honestly thought that it was worthless and perhaps it was, but the principles are the same whether the business was lucrative or not.

She has done nothing to show that her husband's business has been wound up and that she has started an entirely new one. She has acknowledged her late husband's debts and borrowed money to pay them. Everything points to the fact that the old firm is still being carried on as before and, for all that the creditors and public might know, she might have been carrying on under instructions given in her husband's will.

Had she intended otherwise she would have notified her husband's creditors of the fact so that she might have an opportunity of making inquiries into the position and if they considered it worth while to have applied for administration in the usual way.

As none of these formalities have been complied with I must hold that the business is part of the estate of the deceased and give judgment for the plaintiff for the amount claimed, and costs.

TRAMPING THE GLOBE.

AMERICAN SOLDIER'S WALK FOR WAGER.

A MODERN TROUBADOUR.

Mr. William Wolf, a disabled American soldier is on a walk round the world for a wager of £500. The conditions are that he shall cover altogether 100,000 miles on foot within seven years, and he has already covered 37,000 since he set out two years ago from Los Angeles. He arrived here yesterday by the *President Taft*.

Wolf is leaving on the same vessel for Japan, and will be back in Hong Kong shortly, when he hopes to fill some singing engagements. He gives songs composed by himself. He served with the United States army in the big war and was disabled. Since he started his long walk, he had enjoyed fine health. He has not worn a hat throughout the two years, and has survived colds, sunstroke and the ordinary ills. He says he has got the most out of every hour of his walk and has every confidence of finishing it within the specified time.

From here, after his trip to Japan *viâ* Shanghai, the singing globe-trotter will go south and tour the Straits and then proceed to India, Egypt and then Europe.

Wm. POWELL, Ltd.

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TIES and HANDKERCHIEFS

TO MATCH

There are many very smart designs in a nice quality silk and each set in an attractive box makes an ideal birthday gift.

Price $5.50 per set.

Also a new stock of

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When ordering your supplies from the Grocers, don't forget to include 'BEAR BRAND MILK'.

THE MILK IN THE TIN WITH A NATURAL FLAVOUR

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[A.P.E.]



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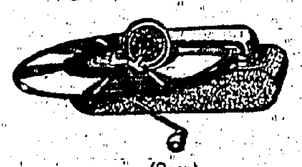
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THE IDEAL DRINK FOR THIS WEATHER

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NEW ADVERTISEMENTS.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS current in this Colony, for Telegraphic Transfer, on the Lords Commissioners of His Majesty's Treasury, London, up to and for the Sum of £30,000, will be Received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, until 11 o'clock A.M., on the 23RD AUGUST, 1927.

The Tenders to state the Total Amount (in Pounds Sterling). No Telegraphic Transfer will be made for less than £100.

The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, and endorsed "TENDERS FOR GOVERNMENT BILLS, Etc."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

"Persons tendering for (Bills) are hereby Notified that, having regard to the provisions of the Acts 22 George III., Cap. 45 and 47, George III., Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by any incorporated Company in its corporated capacity and made for the general benefit of the Company."

H. G. RILEY, Lieut.-Colonel,
Treasury Chest Officer, R.A.P.C.
His Majesty's Treasury Office,
Hong Kong, 22nd Aug., 1927. [5243

INSURANCE AGENCY.

A First Class British Insurance Company Require AGENTS in HONG KONG and CANTON for the Transaction of Fire Business. Communicate with CHINESE POST OFFICE Box No. 1655, SHANGHAI. [5224

HONG KONG FOOTBALL LEAGUE.

APPLICATIONS for Admission to the above League must reach the Undersigned on or before the 31ST AUGUST accompanied by the Entrance Fee of TWENTY DOLLARS. No Club can be admitted to the League unless affiliated to the HONG KONG FOOTBALL ASSOCIATION.

W. E. HOLLANDS,
Hon. Secretary.
P.O. Box 233. [5207

HONG KONG FOOTBALL ASSOCIATION.

APPLICATIONS for Affiliation to the above Association must reach the Undersigned by the 31ST accompanied by the Necessary Fee of TWO DOLLARS. Newly affiliating Clubs ONE DOLLAR Entrance Fee Extra.

W. E. HOLLANDS,
Hon. Secretary.
P.O. Box 233.

HONG KONG FOOTBALL ASSOCIATION.

REFEREES AFFILIATION.

APPLICATIONS from Qualified Referees for Affiliation to the above Association must reach the Undersigned by the 31ST accompanied by the Annual Subscription of ONE DOLLAR.

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Hon. Secretary.
P.O. Box 233. [5208

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OF THE UNDERMENTIONED

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NEW KOWLOON INLAND LOT No. 53, on which is situated the TAI WAN GLASS FACTORY.

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For further Particulars and Conditions of Sale, Apply to:—
MESSRS. HASTINGS, DENNYS AND BOWLEY,
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OR TO
MESSRS. LAMMERT BROS.,
The Auctioneers,
No. 8, DUDDELL STREET.
Hong Kong, 19th Aug., 1927. [5233

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THE BUSINESS OFFICES of the HONG KONG DAILY PRESS have been REMOVED from 1A, CHATER ROAD to

11, ICE HOUSE STREET,
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Night: C. 4511.

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NOTICE.

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WILL the Present HOLDER of the following Shares in the above Company which are registered in My Name please Communicate Without Delay to the Undersigned, c/o CHINA UNDERWRITERS, LTD., St. George's Building.

Certificate No.	Shares Nos.	No. of Shares
1014	219126/219625	500
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KAM FAT LAY.
Hong Kong, 11th Aug., 1927. [5211

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EIGHT Roomed HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Three Living Rooms, Modern Sanitation, Grass Tennis Court and Garden—Apply: LINSTEAD & DAVIS, ALEXANDRA BUILDINGS. [4776

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WANTED.—LADY STENOGRAPHER Required by Large British Company. Apply stating Experience and Salary Required to Box No. 5245, c/o *Hong Kong Daily Press*. [5245

WANTED.—5/6 Roomed HOUSE. Lease. Mid-levels or near PEAK TRAM preferred. — Apply Box No. 5121, c/o *Hong Kong Daily Press*. [5121

ROOMS.—Hong Kong, Kowloon single, double, Flats furnished or unfurnished. Flat for disposal with furniture House $20/30,000 wanted. Also 30,000 Sq. ft. land on Peak. SMALL INVESTORS. Tel. C. 4630.

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APPLY

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TO LET

OFFICES

STEPHENS' BUILDING,
67/69, DES VŒUX ROAD
CENTRAL,
AND
PRINCE'S BUILDING,
CHATER ROAD.

APPLY S. J. DAVID & CO.
PRINCE'S BUILDING,
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WATSON'S PURE CARBOLIC SOAPS

Highly recommended by the Medical Profession.

Guaranteed to contain the amount of Pure Carbolic acid specified.

5 per cent.

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Price—$1.25 per box 3 Cakes.

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For The Bath

$1.75 per box of 8 Cakes.

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Medical Bath Soap

95 cts. per Cake.

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WATSON'S HOUSEHOLD AMMONIA.

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THE HONG KONG DISPENSARY
Established 1841. [50

BIRTH.

BLACKBURN.—On August 8th, to Mr. and Mrs. A. D. BLACKBURN, of H.M. Consular Service, a son.

DEATHS.

CAIN.—On August 7th, Capt. R. J. CAIN, Shanghai Licensed Pilots Association.

GREENHALGH.—On August 9th, at Shanghai, MARJORIE JOAN ELIZABETH GREENHALGH, aged 10 months.

SHERIDAN.—On August 9th, at Shanghai, JOHN AUGUST SHERIDAN, aged 56. Formerly of C.M. Customs.

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, AUGUST 23RD, 1927

THE NEW PRAYER BOOK.

THE final approval of the Revised Prayer Book by the Church Assembly has given widespread satisfaction in England. The majority was decisive. It was in the proportion of four to one. For acceptance of the Prayer Book Measure, which now requires the sanction of Parliament, there were 34 Bishops in favour and 4 against, 253 clergy for and 37 against, and of the laity 230 were for the new Book and 92 against. It is gratifying to learn that these figures accurately represent not only the official element in the Church but also the rank and file. The Evangelicals, who form a strong minority, are content with the present Book of Common Prayer. They dislike changes and many of them are fearful of the consequences. Their principal objection is that the alterations are a departure from Scriptural authority.

On the other hand, the Anglo-Catholic Party are opposed to the Revised Book mainly because it disallows certain rites and ceremonies which they have adopted with the consent of their Bishops. Presumably where such services are forbidden by the new Book such consent will be withdrawn. No Bishop who has voted for the Revised version can claim to be consistent and at the same time permit an incumbent to do that which it disallows.

Of course it would be a mistake to suppose that the Prayer Book Measure, having received final approval by the Church Assembly, will now go smoothly through all the remaining stages that are necessary to give it legal sanction. It was accepted by the representatives of the Church of England after a discussion which lasted two days, but the endorsement of Parliament is still required. Parliament can accept the Measure as it stands or reject it, but it is not within the province of Parliament to alter it in any way. It has hitherto been the custom for the Government not to give any special time for Measures passed by the Church Assembly, and such Measures have been taken in the House of Commons after the Government business of the day—that is, after 11 o'clock at night. But in view of the exceptional interest which attaches to the Prayer Book Measure the Government will give facilities in the late Autumn, at any rate at one sitting of the House, for an adequate discussion. It may be expected, therefore, that the battle between Anglo-Catholics and Episcopalians will be renewed on the floor of the House of Commons.

Those who were present at the meetings of the Church Assembly agree that the debates were maintained at a high level. All who took part spoke with a heavy sense of responsibility. Some plain speaking was indulged in; but it is noteworthy that nothing was said to disturb the feeling of true fellowship, and in every way the proceedings were worthy of—to quote the Archbishop of Canterbury—"a great occasion." There was scarcely any lapse from the sympathetic allowance which should characterise Christian men. In this respect the debates in the Assembly, where differences were most acute, provide an example that may well be heeded by members of the Church of England wherever they may be at home and abroad.

There are extremists in England who are proclaiming that they will never accept the new Book. They are talking of disruption and disestablishment of the Church as an inevitable consequence. But we do not believe that this attitude will be maintained. It is out of harmony with the views of men of good will. After all, the Church of England is an Episcopal Church and the Bishops are peculiarly the guardians of its doctrine. To them is committed the responsibility for its leadership and government. It is not too much to hope that loyal sons of the Church will resolutely put aside personal opinion, and, accepting the decision which has been arrived at, give their support to the Prayer Book Measure when it comes before Parliament.

The Hong Kong Tramways, Ltd., have declared an interim dividend of 60 cents per share, payable from to-day. Dividend warrants may be obtained from the registered offices of the Company, Canal Road East, Bowrington.

The case against seven Chinese charged before Major C. Willson at the Central Magistracy yesterday afternoon with demanding $50 from a Chinese amah with menaces was concluded. The first defendant was fined $20 and the others were discharged. Mr. G. B. Haywood appeared for the defence.

There was a clean bill of health as regards notifiable diseases in the Colony for the 24 hours ended on Sunday.

At an extraordinary general meeting of the M. Y. San Company, Ltd., held yesterday afternoon, the resolution, as given in yesterday's issue, was confirmed and passed as a special resolution.

The Criminal Sessions opened at the Courts of Justices yesterday morning. The first case concerned a Chinese charged with robbery at Shamshuipo. The man pleaded guilty and was sentenced to three years' hard labour.

Tso Tsun Tsun, manager of the Tin Shing Steamship Co., of No. 85, Des Vœux Road West, has reported to the police that the firm's accountant absconded on Sunday with $1,866 belonging to the Company.

A Chinese employed at the Dairy Farm in Wellington Street was taken to the Government Civil Hospital as the result of being bitten by a dog belonging to Mrs. Bennett of No. 59, Wongneichong. The coolie was bitten while delivering milk at the house in the morning. The dog was taken to Kennedy Town for observation.

In our report yesterday of the birth at the Government Civil Hospital of twins resembling the "Siamese" twins it can be added that so far as is known this is the first case on record in Hong Kong of twins joined together having been born. There is no such record of like incident, we understand, in the Hong Kong University records.

Seen by occupants of a Chinese boarding house in Des Vœux Road Central on Sunday morning attempting to commit a larceny, a Chinese tried to escape by jumping from a verandah on the first floor. He received injury to his head and ankle, but despite this tried to run away, being caught by a Chinese detective, and then removed to hospital.

A fine of $100 or six weeks' hard labour was imposed by Mr. R. E. Lindsell at the Central Magistracy yesterday on the Chinese who attempted to obtain $50 by representing himself as being in a position to expedite the installation of a telephone. The complainant, a stall holder in the Western market, said in his evidence that defendant claimed to be able to use "back-stairs influence" and that a sum of $50 was promised the defendant should be succeed.

Many residents will remember the thoroughly enjoyable, entirely original and very up-to-date musical comedy "Molly Kennedy" produced a few months ago at the Royal Naval Theatre by the concert party of H.M.S. *Despatch*. The fame of this same concert party has spread throughout China. During the ship's trip to the North they have given variety entertainments to large and delighted audiences at Shanghai, Tsingtau, Weihaiwei and Chingwangtao. Next Monday and Tuesday they will give a similar entertainment in Hong Kong at the Royal Naval Theatre. Attention is drawn to the fact by the simple announcement on page one of this issue—"Indespatchables." That is to whet curiosity. Further details will be given to-morrow."

LATEST WEATHER REPORT.

ANOTHER TYPHOON MAY FORM.

THE LOCAL FORECAST.

The evening weather report, forecast and remarks, issued by the Royal Observatory last evening at 5.48, stated:

A belt of relatively high pressure extends from North-East China to the Pacific East of Japan.

The depression over Tongking is filling up.

The position of the Guam typhoon is uncertain.

Another typhoon may be forming to the East of the Visayas Island.

The local forecast is:—South-East winds, moderate, fair.

PRESENTATION TO MR. G. HOGG.

TRIBUTE FROM THE LOCAL STAFF.

PLEASANT GATHERING AT NATIONAL CITY BANK OF NEW YORK.

Mr. George Hogg, the Manager in Hong Kong of the National City Bank of New York, who is leaving shortly on transfer to Shanghai, was yesterday presented with several handsome presents by the local staff of the Bank as a mark of their esteem and goodwill.

The presentations were made in an informal manner and there was little speech-making. The feelings of the staff, however, were admirably summed-up in an illuminated address on parchment which read as follows:—

"On the occasion of your impending departure from Hong Kong we, the undersigned members of the local staff of the National City Bank of New York tender to you our homage and an expression of sincere regret at the approaching date of your departure.

"During your many years stay in Hong Kong you have always been most just and ever kind and considerate to us. This is, therefore, a fitting place at which to put on record our deep appreciation of your kindness and our grateful thanks for the many favours you have done to us.

"With our sincere wishes for continued success in your new sphere of activity, with our hope that Providence has in store for you a long period of life, full of happiness and prosperity, we offer the accompanying souvenir as a little token of our affection, our esteem and our gratitude. We trust that when you are away from us, when time does tend to forgetfulness, this emblem of our affection may bring to your mind a remembrance of your well-wishers."

The address, beautifully transcribed and illustrated with a pen-sketch of Hong Kong as seen from the harbour at night-time was the work of Mr. M. F. Baptista. It would form in itself a most interesting souvenir of the Colony. Accompanying it were handsome silver tea and coffee sets with a blackwood tray inlaid with a silver dragon.

SANITARY BOARD.

THIS AFTERNOON'S MEETING.

There will be a meeting of the Sanitary Board this afternoon. The agenda does not contain any business of great importance to the general public.

There is a minute regarding the proposed appointment of Lt.-Col. S. Boylan Smith, Dr. S. C. Ho and Mr. Wong Kwong Tin as members of certain Standing Committees.

There is also the matter of granting long vacation leave to Senior Inspector R. C. Witchell, Acting Senior Inspector L. Brewer and Inspectors W. Elliott, L. J. Morley, F. W. Vradley, P. E. Knight, B. Murray, H. E. Strange, C. Strange and E. C. Kerrison.

The Principal Civil Medical Officer has tabled a minute relative to the Peak water supply.

AN UNFORTUNATE DANDY.

NOT DETERRED BY WHIPPING.

MAGISTRATE TRIES NEW CURE.

A Chinese youth who has been up several times for stealing was brought before Mr. R. E. Lindsell for the fourth time yesterday. In sentencing the offender to three months' hard labour, the Magistrate remarked that as the whippings which the youth had had on three previous occasions seemed to have no effect, he would therefore try a new cure.

This young man was charged with the theft of a palm beach suit belonging to Mr. M. R. Dickson of No. 63, Kennedy Road, and in connection with the charge two other Chinese were charged with receiving stolen property and were sentenced to six weeks' gaol.

Another charge was also preferred against the young thief, which involved a raincoat, the property of Mrs. W. E. Hollands. A minor part was played in this affair by a Chinese cobbler who bought the mackintosh for $1.30. He was also given six weeks' for buying stolen property.

In addition to the three months' hard labour imposed on the thief, the Magistrate also ordered him to receive twelve strokes of the birch.

ANOTHER BOMB OUTRAGE AT CANTON.

ONE COOLIE KILLED SEVERAL INJURED.

We learn from Chinese sources that a bomb was thrown at Canton this morning just outside the premises of the Central Bank of China, Canton.

The building was not damaged, but one coolie was killed and several injured. There were a number of people outside the bank when the outrage was perpetrated by a man who made good his escape.

OVER 400 PASSENGERS FROM CANTON.

POPULARITY OF BRITISH STEAMBOATS.

The popularity of the British steamboats since the lifting of the boycott over the *Lungshan* affair has been amply proved, during the last two weeks, passengers having increased steadily on both day and night boats, to and from Canton.

From the meagre three to six Chinese passengers during the boycott, the numbers have now rapidly gone up. The downward boats are bringing over three hundred and have reached the 400 mark.

The *Lungshan*, on arrival from Canton last night, brought 411 Chinese and nearly 40 European passengers.

C.N.C. DISPUTE.

There have been no developments in connection with the dispute between the China Navigation Company and its officers.

With the exception of the *Taikoo Wan Fi*, which went ashore, the C.N.C. vessels laid up experienced no untoward incidents during the storm.

Officers' Leave Bangkok For Singapore.

BANGKOK, August 13th.

Fifteen officers of the China Navigation Co., who struck and remained on board their ships here, were paid off on Thursday and leave for Singapore by the Deli to-day.—*Straits Times.*

GUILDS' LETTER TO BE SEND TO BRITISH MINISTER.

SHANGHAI, August 16th.

There has been no special development during the week-end in the dispute between the China Navigation Co. and its officers, and the situation appears to be generally the same at both Shanghai and Hong Kong.

The Guilds informed us yesterday that a letter very similar in contents to the statement which appeared in our columns on Friday has been sent to Sir Miles Lampson, the British Minister at Peking. The letter has been sent to Sir Miles through the medium of Mr. E. T. Byrne, who acted as chairman on the occasion of the abortive discussions between the company and the Guilds, and to whom, we understand, it has been suggested that he should obtain a statement from Messrs. Butterfield & Swire, to be forwarded to the Minister together with the Guilds' statement.—*North China Daily News.*

ELECTROCUTED IN A BASEMENT.

SHORT CIRCUIT KILLS CHINESE BOY.

MEDICAL EFFORTS UNAVAILING.

Some excitement was caused in the Central district shortly after 9 a.m. yesterday, by a crowd of Chinese who gathered round a Fire Brigade Ambulance. When our representative arrived, he found that a Chinese employed as a boy by Messrs. Mustard & Company had been electrocuted. Dr. J. W. Anderson and Mr. L. J. Cave, the unfortunate man's employer, were applying artificial respiration, but after working on the body for nearly an hour and a half, life was pronounced to be extinct. The body was removed to the Public Mortuary.

When the boy reported for duty yesterday morning, he was sent to open the basement of the store. He returned in a short time to report that the lights were not working. An electrician was sent for and the boy went down to the basement with him to show where the trouble with the lights was. The unfortunate man stumbled on a live wire. He gave a shout and fell.

HANKOW MEMBERS OF KUOMINTANG ADOPT HIGH-SOUNDING RESOLUTIONS.

TO BE SUPREME POWER OVER ALL MILITARY AS WELL AS CIVIL AUTHORITIES.

TO CONTINUE MOVEMENT AGAINST "FOREIGN IMPERIALISTS."

MASS MEETINGS IN SHANGHAI NATIVE CITY SUPPORT CUSTOMS AUTONOMY.

The Hankow members of the Kuomintang, although they have not yet joined forces with the Nankingites, seem to be in the belief that they are very much in the saddle, and they intend to make full use of the unexpected turn of events that has brought them once again into prominence. They have adopted a series of resolutions of a very high-sounding character in which, of course, the hoary reference to "Foreign Imperialists" is to the fore. We are told that not only civil but "all military" authorities are to be subject to Kuomintang jurisdiction. Evidently, they are taking no risk of another Chiang Kai Shek suddenly putting a spoke into their governmental wheel.

There is still, in certain quarters, a desire for the return of the wily Chiang, but that weary soldier seems, for the time being, to have had more than enough of fighting, and evidently prefers to linger in his native Ningpo rather than face the invading Northerners to say nothing of the rather lukewarm support of his fellow members of the Kuomintang.

NORTHERN VICTORIES.

(Wah Tsz Yat Pao.)

SHANGHAI, August 22nd.

The Northerners have captured Luchow, north of Chaohu Lake, Anhui, while Sun Chuan Fang's forces have taken Yuengchow, on the north bank of the Yangtsze.

NORTHERNERS ENCOUNTER FENG'S TROOPS.

(Wah Tsz Yat Pao.)

SHANGHAI, August 22nd.

General Chu Yu Pok, Tupan of Chihli, reports that his forces have been in collision with Feng Yu Hsiang's troops, under General Lu Chung Lun, along the Lunghai Railway.

General Chow Feng Chi, the Chekiang Tupan, went to Fengta on the 19th inst. and on the following day General Pei Chung Hsi and others also arrived there, for the purpose personally of requesting Marshal Chiang Kai Shek to return to office.

Two mass meetings were called in Shanghai native city on the 21st inst. for the purpose of passing resolutions supporting the Nationalist Government to realise Customs autonomy and also appealing to their countrymen throughout the whole nation to support a similar movement. It was also decided to request Marshal Chiang Kai Shek and all high officials of the Nanking Government to return to their offices.

In order to guard against possible attacks from Northern cruisers, the Southerners are keeping strict vigilance at the Woosung Fort. Four Southern cruisers are cruising near Woosung Harbour.

[NAVAL WIRELESS.]

Troop Movements.

HANKOW, August 21st.

The Central Executive Committee has issued a notification saying that the Government is to be moved to Nanking.

Troops have arrived here from up the river, and more troops have proceeded down the river.

KIUKIANG, August 21st.

Troops are passing through here on their way down the river.

Firing On Ships.

NANKING, August 21st.

Firing on ships below Morrison Point continues. A convoy has been started to protect vessels.

Northerners to Cross River.

NANKING, August 22nd.

The Northerners carried out a desultory bombardment from Pukow towards Lion Hill, on Saturday and Sunday, the Nanking batteries replying erratically.

There was also considerable rifle and machine-gun firing yesterday.

The Northerners are preparing to cross the Yangtsze 12 miles southeast of Nanking, and the 7th, and 15th. Southern armies are marching to defend the threatened landing places.

Chinese troops continue to fire on passing ships in the vicinity of Morrison Point.

(Continued on next Column.)

TRANSFERENCE OF HANKOW GOVERNMENT.

(Wah Tsz Yat Pao.)

SHANGHAI, August 22nd.

At the general conference of the Central Executive Committee of the Hankow Government, a decision was unanimously reached to transfer the Nationalist Government and the Central Kuomintang (both of the Hankow regime) to Nanking. A proclamation to that effect was issued on the night of the 19th inst. It mentioned four important resolutions in favour of the transference of the capital of the Nationalist Government (Wuhan) to Nanking. They are as follows:

1. It is very regrettable that owing to differences of opinion the Kuomintang Government has split into two factions. The Central Executive Committee of the Nationalist Government sincerely hope that all Kuomintang members shall give up their past prejudices and unite to support the Kuomintang as the supreme authority over civil as well as military authorities.

2. After the re-unification of the Kuomintang and the Nationalist Government, the most important task is to carry on the movement against foreign Imperialists and to rout out all remnants of militarists within the country.

3. The Kuomintang should enlist more supporters or persuade them to enter into the Kuomintang fold. Those who are still opposed to the Kuomintang must be suppressed by force or otherwise.

4. In accordance with the platform that the Government is by Party (Kuomintang), the Kuomintang will be the supreme power controlling all military powers instead of an autocratic dictatorship.

[THROUGH REUTER'S AGENCY.]

More Shots at Woosung.

SHANGHAI, August 21st.

A few shots were exchanged this morning between the Tsingtao squadron's flagship *Haichi* and the Woosung forts, but no damage was done.

Hankow's Kerenskis.

HANKOW, August 21st.

The local authorities have ordered that the surtaxes be paid in silver, while the original 5 per cent. Customs duty is still payable in "Kerenskis," as the Central Bank notes are designated, owing to their rapid depreciation.

The silver dollar is at present the equivalent of $2.50 of the Central Bank notes.

This procedure will result in the Customs at Hankow being glutted with depreciated paper money, which cannot be remitted to Peking.

Japanese Land at Chinkiang.

CHINKIANG, August 21st.

The evacuation of troops down the river continues.

Sun Chuan Fang's troops have not yet reached the river bank.

A Japanese Naval party had to be landed here yesterday to clear a Japanese hulk of Chinese troops.

Shanghai Quiet.

SHANGHAI, August 21st.

There is nothing to report.

AEROPLANE SMASH IN ENGLAND.

DUTCH MACHINE CRASHES IN GALE AT SEVENOAKS.

MECHANIC KILLED: SEVEN PASSENGERS INJURED.

[THROUGH REUTER'S AGENCY.]

LONDON, August 22nd.

A Fokker twin-engined KLM monoplane crashed at Sevenoaks *en route* to Amsterdam from Croydon. A Dutch mechanic was killed and 7 of the 11 passengers were injured, including 4 Dutch and 3 English.

The accident was due to the gale jerking off the rudder, causing the pilot to lose control of the machine, which struck a tree, whose branches penetrated the passengers' cabin, tearing the seats from the floor.

The pilot was slightly injured.

The escape of the passengers was miraculous, as the tree broke the fall. All climbed out before the petrol tank burst into flames.

PRES. AND MRS. COOLIDGE'S HOLIDAY.

PRESIDENT SLIGHTLY INDISPOSED.

[REUTER'S AMERICAN SERVICE.]

CUSTER, South Dakota, August 22nd.

President and Mrs. Coolidge left Black Hills *en route* for Yellowstone Park for a week's outdoor recreation.

The President is suffering from a slight cold.

WORLD CONFERENCE ON RELIGION.

UNITY OF COMMUNION.

[THROUGH REUTER'S AGENCY.]

LONDON, August 21st.

The World Ecclesiastical Conference on Faith and Order has closed. It unanimously adopted a statement that the orthodox churches and others hold that there are seven sacraments, and for valid administration these must be in proper form, proper matter, and proper ministry.

The statement prays that the differences at present preventing full communion may be removed.

A report on unity in Christendom has been referred to a continuation committee, which is to organise a campaign of education to prepare for another world conference.

NEW ZOO ARRIVALS.

RESPLENDENT BIRDS OF PARADISE.

At the present moment there are ten different species of Birds of Paradise in the London Zoo—more than have ever been there together before.

Two new arrivals from New Guinea have enabled the Zoo to break its record, and one of these, in particular, is an especially lovely little creature. This is Wilson's Bird of Paradise, which is a smaller but perhaps even more beautiful edition of the "Magnificent" species. The top of his head is a deep and splendid cobalt blue, with a strange wavy iridescence *as the bird moves*. This is gorgeously set off by the golden ruff behind the neck, which flows into a startling orange-hued back.

As a further contrast, there is the metallic-green breast and legs of a pale inky-blue, with the strange finish of two corkscrew wires which are tail-feathers that have become queerly modified.

But to see these "wires" at their best you must see the other newcomer—the "Twelve-wired Bird of Paradise," with a tail which perfectly explains the name. This is altogether a bigger bird—as large as a jackdaw—and it has a long curved beak which suggests the curlew.

SACCO-VANZETTI AGITATION.

ANOTHER BOMB OUTRAGE.

LIVELY PROTESTORS AT TOKYO.

[REUTER'S AMERICAN SERVICE.]

BOSTON, August 21st.

In the United States Supreme Court, Mr. Justice Brandeis refused to act in any matter connected with Sacco and Vanzetti.

Another Argentine Bomb.

CORDOVA, August 22nd.

A bomb exploded at the Ford workshops, doing considerable damage to the walls which were blown out. Adjacent houses were partially wrecked.

It is believed the incident is a protest against the Sacco and Vanzetti execution.

[THROUGH REUTER'S AGENCY.]

Japanese Sympathisers.

TOKYO, August 22nd.

Owing to the United States Embassy receiving a number of letters of protest against the execution of Sacco and Vanzetti, including one threatening a bomb outrage if the sentence were carried out, 10 policemen and 6 detectives are guarding the building.

During a demonstration last night the police stopped several speeches which were considered too vitriolic and arrested 20 persons. Later, they arrested 10 going to the Embassy with the intention of presenting a protest.

Another arrest was effected this morning, when a man attempted to force his way to the Embassy for the purpose of an interview.

DISEASES OF THE PAST.

MUMPS IN ANCIENT GREECE.

EVIDENCE FROM MUMMIES.

Particulars of diseases of the past were given before the section of the History of Medicine at the B.M. conference at Edinburgh by Sir Humphry Rolleston, Professor of Physics, University of Cambridge, in a paper entitled "Clinical Variations of Disease from the Historical Point of View." "Sculptures, models, and pictures," he said, "provide valuable evidence of diseases in the past, especially abnormalities of growth."

Dealing with the clinical recognition of diseases now distinct, Sir Humphry said: "Tuberculosis has been identified in the Egyptian mummies, and from written records there is evidence that the pulmonary form was very prevalent in ancient Greece, in spite of the open-air life and the supposed antagonism of malaria. Mumps appears to be one of the very few acute infectious diseases accurately isolated in ancient Greece, and with its orchitic complication was described by Hippocrates; bubonic plague is undoubtedly a disease of established antiquity.

The nature of the plague of Athens (430 B.C.), described by Thucydides and Diodorus Siculus, has been thought to be malignant scarlet fever, or small-pox, but typhus has also been confidently suggested by Murchison. The pestilence in Rome in A.D. 165, the Antonine or "long" plague which was noted by Galen, has been variously identified as dysentery, small-pox, and, like the plague of Athens, as typhus. There is reason to believe that it was not one and the same disease throughout the fifteen years of its duration."

Appendicitis.

"Appendicitis," said Sir Humphry in the concluding portion of his paper, "has undoubtedly become much more common since 1889, when influenza broke upon us after an absence of forty-one years, and it might be excusable to connect it in some way with the gastro-intestinal form of that epidemic disease; but there does not appear to be any historical evidence in favour of this association. That appendicitis existed before Reginald Fitz of Boston baptized it in 1886 is clear from the accounts of James Parkinson (1812), John Burne (1836), Addison (1839), and even earlier isolated cases, such as those described by Meslivier (1759) and Musgrave (1684). For its widespread and frequent incidence in recent times there have been many attempts at explanation, mainly dietetic in character; it does not appear probable that its greater frequency now is apparent than real and due to more accurate diagnosis in modern times; for this has taken place under the eyes of those who have watched the declension of chlorosis all over the civilised world, which has also been ascribed to changes in fashions of food or of clothing."

DROPPING MAIL AT SEA.

FOG PREVENTS AN ATTEMPT.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, August 22nd.

Heavy fog prevented the seaplane attempt to drop mail bags into the s.s. *Leviathan*.

OBITUARY.

HUNGARIAN REVOLUTIONARY LEADER.

[THROUGH REUTER'S AGENCY.]

BUDAPEST, August 22nd.

The death is announced of M. Martin Lovaszy, ex-Minister and leader of the Hungarian Octobrists, who organised the revolution of October 1918, which led to the establishment of the Republic.

SUPERSEDING THE TOWEL.

AMERICA'S BATHING METHODS.

A description of American methods for raising money for museums caused some amusement at the Museums' Association Conference at Douglas, Isle of Man. Dr. E. E. Lowe said there were people in America who earned a living by organising money-getting campaigns. "They advertise for solicitors," he said, "which does not mean lawyers, but people of culture, who are ready to augment their incomes by soliciting subscriptions. One of the main qualifications demanded is an attractive telephone voice. (Laughter.) People in America are expected to respond financially to every good cause, or they are ostracised by their friends. Everybody has some fad for which he wants money. A museum that organises a campaign of this kind doubles its membership in three months.

Americans cram as many bath rooms as they can into a comparatively small house, and three is a common number. One museum has five baths for its staff. There are no towels in these bath-rooms. After washing you put your face in front of a spout, press a button, and a blast of hot air blows you dry in a jiffy." (Loud laughter.)

British Museums were championed by Mr. T. Sheppard, curator at Hull. "There is no doubt," he said, "that British museums can still hold their own from the point of view of education, arrangement, and classification. Whatever wealth may do in America the solid methods of British archæologists and naturalists provide a more substantial basis for our museum collections."

The president (Mr. Deas) said that it was a matter of size and means with Americans, but we more than held our own when it came to "museum mind." "We are not behind in ideas," he said, "I am inclined to think that pound for pound the British Museum, like the British library, does actually produce more than the American." (Hear, hear.)

11 DAYS ADRIFT.

MEN'S DRINK FROM ICEBERG.

Two men who for eleven days were tossed about the Atlantic in a tiny boat made of a dozen planks were picked up by the steamer *Alburra*, of Leith, which was bringing nearly 5,000 tons of paper for *The Daily Mail* from Newfoundland.

All the time the men had only a few biscuits to eat, and one drink—from an iceberg.

The men were George Robert May, aged 49, and Charles Williams, aged 50, of Fortune Bay, Newfoundland, members of the crew of a fishing schooner, *Donald A. Creaser*, of Lahave, near Lunenburg, Nova Scotia. They had gone out in the dory to fetch in their lines and dense fog caused them to get adrift.

Capt. Thomas Georgeson, the master of the *Alburra*, said to a reporter:

"It was reported to me that one of the men, as soon as he was taken into a cabin, went down on his knees and uttered a prayer of thanksgiving that help had come when all seemed over. I was told too that when they sighted the *Alburra* one of them broke down and cried in the fear that they would not be seen.

When we found them they were crying for water, for they had none on board. They told us that after five days their boat drifted alongside an iceberg and they were able to quench their thirst. But they had nothing in which to store water.

BIG BROADCASTING ENTERPRISE.

FIFTEEN STATIONS IN CANADA AND U.S.A.

UNDER BRITISH DIRECTION.

[THROUGH REUTER'S AGENCY.]

LONDON, August 21st.

The Press Association is informed that a giant chain of 15 American and Canadian broadcasting stations, forming the second largest radio chain in the world, subject to British direction, will be formed almost immediately.

This is the result of an important scheme ratified in London over the week-end, contracts being signed between the American Telephone and Telegraph Company and the Columbia Gramophone Company, whereby the latter will open 10 stations covering North America from the Atlantic coast to the Rockies on September 4th, and will broadcast its own musical programme, directly competing with the National Broadcasting Company.

Arrangements are being made for British orchestras and artists to tour North America for a wireless circuit.

WHERE ENGLISH LEAD?

HUMOUR AND SENTIMENT.

"English advertisers are preeminent in appealing to humour and sentiment," was the opinion expressed by Mr. L. Levison, who has brought over a party of thirty-two delegates from Holland to the Advertising Convention. Mr. Levison said that we were by no means the equals of the Continental nations in purely decorative advertisement, but he thought that was to our advantage. Instead of puzzling people with "highbrow" designs we appealed to their sense of humour and to their sentiment.

Our advertisers, in Mr. Levison's opinion, understand the mind of their public far better than their Continental brethren. They know how Englishmen love dogs, and accordingly bring dogs into advertisements for such unrelated matters as whisky. They know that the English, beneath a stiff upper crust, are essentially sentimental, and appeal to that quality by the appeal of pretty girls. At Olympia the chief feature which impressed him was the uniform standard of goodness which was maintained throughout. There was nothing notably outstanding, but the whole exhibition was characterised by such excellent craftsmanship that it was an education to come here. As an illustration of the difference between the Dutch and the English mentalities Mr. Levison instanced a statement made by a speaker at one of the sessions that "the Almighty's best advertisement was the earth." Such a statement made at a meeting at The Hague would have been greeted with bowls of protest, whereas in England it was received without comment.

English humour, added Mr. Levison, was the finest and cleanest in the world, and English humourous papers had a large circulation on the Continent, where they had not yet learnt to be funny without being vulgar.

GAS-MASKS AT LONDON FIRE.

FUMES FROM BURNING WAX AND CHEMICALS.

Firemen had to wear gas-masks at an outbreak which occurred at the Ever Ready Battery Company's factories in Fonthill-road, Finsbury Park, N.

The fire broke out in the chemical and wax department of the factory and produced such clouds of fumes that people in adjoining houses were driven out into the streets.

Two houses caught fire, and among those who had hurriedly to leave them were an aged blind man and a woman aged 75.

A district call was circulated, and within a few minutes between 15 and 20 engines were on the scene. At one moment spectators on adjoining roofs were thrilled to hear a fireman shout "There's someone in here," and to see him enter a room in one of the houses.

After two hours' strenuous work, playing their hoses from roofs and from turn-table ladders, the brigade got the fire under control.

Other houses were saved from burning by the firemen continually playing on them. Many rooms were flooded and beds soaked through.

PACIFIC FLIGHTS.

NO NEWS OF THREE MISSING 'PLANES.

CAPT. IRWIN'S S.O.S.

[REUTER'S AMERICAN SERVICE.]

SAN FRANCISCO, August 21st.

The enthusiasm evinced at the start of the various long distance flights has been replaced by the deepest gloom, owing to the disappearance of the *Golden Eagle*, *Miss Doran* and the *Spirit of Dallas*.

Nothing has been heard or seen of Captain Irwin, the pilot of the last-named, since his S.O.S. which said, "We are in a tail spin. We are out of it, but were sure scared. It was a close call, and we thought it was all off. The light on the instrument board was out and Irwin could not see. . . . We are spinning again, S.O.S."

As the drooping wireless aerial hangs for 250 feet, the message would automatically cease immediately the 'plane touched water.

Four destroyers and a liner immediately rushed to the rescue. A steamer reported seeing a flare and searched, but found nothing.

ROMANCE OF A KING'S COLOUR.

RESTORED AFTER 100 YEARS "WANDERING."

CAMBERLEY.

A military ceremony which is believed to be without precedent is to take place in the village of Yateley, Hampshire, when the King's Own Royal Lancaster Regiment will have restored to it a King's Colour which has been "absent" from the regiment for but a few months short of 100 years.

The Colour was originally presented to the King's Own Royal Lancasters on September 3rd, 1799, by the then Prince of Wales, who was acting as the Prince Regent, and who afterwards reigned as George IV., thus being in use before the Union of Great Britain and Ireland in 1801.

This particular Colour is one of the few remaining which does not bear the Cross of St. Patrick. How it actually left the regiment and finally got to Yateley parish church is not very clear, except that it remained in regimental possession and was carried in many campaigns from its presentation in 1799 until new Colours were presented in 1828. The old King's Colour appears then to have come into the possession of the late Captain George Mason, who resided at the Manor House, Yateley, and who had been an officer of the King's Own Royal Lancasters, and to have remained in the custody of his descendants until they, on September 3rd, 1922, the 123rd anniversary of its first presentation by the Regent, placed it in the parish church at Yateley.

There, for nearly the last five years, it has remained, and at the old lych gate of the churchyard the Colour will on Saturday be restored to Lieut.-Colonel H. A. Faulback, who, with other officers of the Lancasters, will attend with a guard of honour, and the drums and fifes of the regiment. A detachment of the 4th Battalion (Territorials), Hampshire Regiment, will also attend, and guards of honour will be formed by the local contingents of Boy Scouts and Girl Guides, through whose ranks the Colour, borne by Lieut.-Colonel C. S. Stooks, late of the Indian Army, will be carried.

The Colour, after its restoration, will be placed in the Regimental Depot Chapel at Lancaster.

GIANT COBRA THRILL.

12-FT. REPTILE LASSOED AT ZOO.

A monster king cobra, or hamadryad, which has just arrived at the London Zoo, provided a difficult job for the keepers.

The hamadryad is the most dangerous of all venomous snakes, for it invariably attacks when disturbed. Unpacking the new arrival from its box was, therefore, a perilous task. When Keeper Collins prised open the lid, the snake, inflating its hood, struck repeatedly at the aperture. The lid was forced open sufficiently to permit the insertion of a "loop stick," when with a deft sweep the noose was slipped over the head of the infuriated cobra and pulled taut.

Then the snake, writhing and hissing, was hauled out and measured. It was found to be 12½ feet long—a record for the menagerie.

THE TYPHOON.

(Continued from page 5.)

Both the *Tai Lee* and the *Anjou* suffered damages while taking shelter at Stonecutters' Island on Saturday. The former vessel had most of her stanchions, awnings and battons torn away and also lost her mast. The *Anjou* lost a mast and her bridge awnings were blown away.

The Railway Pier at Kongmoon collapsed and a number of matsheds occupied by troops were blown down.

THE "RAWALPINDI'S" EXPERIENCE.

DANGEROUSLY NEAR "GINYO MARU."

The following is the official account given by the master of the s.s. *Rawalpindi* which so narrowly escaped going ashore during the height of the "blow" on Saturday:

Friday, at 4.20 p.m., having received notice of the approach of a typhoon, shifted ship from A1 to Typhoon A3.

Saturday, at 10.25 a.m., wind increased to gale, all hands were at stations and veered cable on buoy to 30 fathoms; started up the engines and used steam as necessary to relieve strain on moorings.

11.55 a.m., despite the above precautions and although wind not as yet reached typhoon force, the ship was obviously dragging her buoy; let go starboard anchor and veered 45 fathoms.

12.50 p.m., shackled on port anchor and let go steam, veering to 45 fathoms.

2 p.m., during a furious gust, both anchor cables fouled moorings of buoy which was still draging.

"Great Danger of Going Ashore."

3.55 p.m., as there was great danger of the ship going ashore, decided to let go from buoy A3 and trust to anchors. Slipped buoy cable (30 fathoms) and veered to 90 fathoms on both anchors. Engines were used throughout, on occasion at full speed, to relieve strain.

5.30 p.m., the ship having dragged considerably, both cables fouled another buoy (the rescue tug *Kau Sing's* moorings).

At the time, owing to the force of the gale, the shore was not visible and this buoy was the only object on which it was possible to "keep station," using engines to prevent ship dragging. To the fouling of these moorings, the safety of the ships is in large measure due.

7 p.m.—8 p.m., the weather improved and ship rode to anchors without assistance but it was necessary to stand by engines throughout the night in order to keep clear of the s.s. *Ginyo Maru* to which vessel we had dragged perilously near.

Sunday, at 6.30 a.m., pilot boarded. Hove in on cables, but found they were inextricably fouled of the buoy and as it was impossible to clear them and imperative that the ship should be remoored at a safe berth it was decided to slip both cables. This was done at 9.30 a.m. and the ship proceeded to A1, assisted by two tugs.

COMBING THE BEACH.

TYPHOON WRECKAGE A TEMPTATION.

There are Chinese who reap a rich harvest after a typhoon by "combing the beach" for jetsam and flotsam. Saturday's typhoon was the cause of bringing several Chinese before Mr. W. Schofield at the Kowloon Magistracy yesterday.

In the first case which came up before his Worship, a Chinese was charged by the Hunghom Police with being in possession of two tins of kerosene reasonably suspected of having been stolen or unlawfully obtained.

The defendant, in pleading to the charge, said that he had found the tins on the sea-shore at Cheung Sha Wan. He could not explain how they came to be there.

Sub-Inspector Pain, asked his Worship to grant a remand for 48 hours for further enquiries as the Police hoped to connect the two tins with the consignment which was on the junk that foundered at Causeway Bay on Saturday.

The defendant was accordingly remanded till to-morrow morning.

A Chinese who had salvaged a wooden beam, the property of the Kowloon Taxicab Co., was fined ten dollars or 14 days' hard labour.

A Chinese who salvaged some poles from the sea beach found that he had to face five charges yesterday.

He was charged with (1) larceny of two poles, the property of one contractor; (2) receiving the same two poles, knowing them to have been stolen; (3) larceny of seven poles, the property of a second contractor; receiving the said poles knowing them to have been stolen; (5) with being in possession of another nine poles reasonably suspected of having been stolen or unlawfully obtained.

Sub-Inspector Pain pointed out to his Worship that the owner had been found for nine of the poles but there had been no claimants for the remainder. All nineteen poles were found on the hillside where the defendant had concealed them after he had taken them from the sea.

His Worship said that he did not know if the defendant could be said to have actually stolen the poles as they were retrieved from the sea.

After consideration, his Worship found that the removal of the poles from the sea coast constituted larceny. If the man had merely taken the poles out of the sea and left them on the praya wall, he would not be committing larceny or any other offence.

His Worship convicted the defendant on the two larceny charges and the count of unlawful possession, the two alternative charges of receiving stolen property in respect of the first nine poles were dismissed.

On each of the first and last charges, his Worship imposed fines of $5 or seven days' hard labour in default, while the defendant was fined $10 or in default 14 days' hard labour on the second count of larceny, the sentences to run concurrently.

COSTLY DAMAGE.

GOVERNMENT PROPERTY INVOLVED.

A cursory glance around the Colony shows that the typhoon did not do much serious damage, considering the duration of the "blow."

Apart from the loss to business firms and private residents, the damage to Government property alone must come within range of at least $200,000. This may seem a great deal, but when it is considered that there is $50 worth of damage here and $100 somewhere else, it does not take a great deal to arrive at this total.

For instance, heavy items in the repair list for which the Government will have to foot the bill include the demolition of parts of the Reclamation new sea wall, damage to sea walls generally, railings to be replaced on the railway line, uprooted trees, damage to Government offices and police stations—especially in the New Territories. Most damage was done in Kowloon. In Chatham Road there are telephone wires and telephone poles to replace, and trees have been damaged to a much greater extent there than elsewhere.

JUNK DISASTER.

OVERTURNS IN THE HARBOUR.

WRECKAGE OF THE STORM.

The Water Police received many reports yesterday following the typhoon "blow."

Most of them concerned wreckage, floating wood and such like flotsam which follows a gale on the coast, and picked up by Water Police launches on patrol duty. The reports included the retrieving of a large number of tins of oil and kerosene which was being unloaded in the New Territories for the Standard Oil Company.

Junk Capsizes.

The most important incident reported was of a junk which had fetched a passenger from the Norwegian steamer *Helos* in the harbour, and which capsized while the sail was being lowered.

On board were the master, two members of the crew of the junk, and one passenger.

The master is reported missing, but the crew and passenger were saved.

MANILA HARBOUR TRAGEDY.

TUG SINKS BY BREAKWATER.

26 OF CREW MISSING.

Saturday's *Manila Bulletin* reports that the steam tug *Leyden*, owned and operated by the Atlantic, Gulf and Pacific Company, capsized just outside the breakwater in the Manila Bay. Of the 95 passengers 26 are missing.

The bay was unusually rough and huge wages were washing over the breakwater. Even though the *Leyden* is 125 feet long the captain had to do some clever manœuvring to get the vessel safely through the gap. All went well until the vessel was half way between the gap in the breakwater and the mouth of the Pasig river. At this point one great wave struck the vessel, throwing her to starboard on her beam ends, and, according to those who witnessed it, not more than a minute later she sank.

Vessel In 35 Feet.

Twenty-six of the 95 men were unaccounted for. Little hope is advanced that any of those missing are alive.

It is believed by those who saw the ship capsize that a number of

(Continued on next Column.)

persons must have been trapped in the *Leyden* when she sank. The vessel tipped over on her starboard side, sinking almost immediately. Many who were on that side had no possible chance of escape. The boat lies starboard side down under 35 feet of water and until she is salvaged, it is unlikely that the bodies will be recovered.

An Act of Heroism.

At least three of the survivors of the s.s. *Leylon* can attribute their lives to E. M. (Pete) Grimm of the Luzon Stevedoring Company.

Mr. Grimm not only risked his life for the safety of others but he shunned publicity for the deed, even going so far as to refuse to give his name to newspaper reporters.

At the time of the accident Mr. Grimm was on Engineer Island. According to others who were present, he stripped, dived into the raging sea, and exerted every effort to lend a hand to the perishing passengers. He succeeded in towing three men ashore.

After making his third rescue and returning to the island exhausted the crowd showed their admiration by shouting "Vive Americano" and "Mabuhay Americano."

IN DANGER OF COLLAPSE.

PILLAR CRACKS IN A CHINESE STORE.

ALARM IN CENTRAL DISTRICT.

TRAM SERVICE PARTIALLY DISORGANISED.

Considerable alarm was caused in the Central district yesterday evening, when it was found that there was danger of the collapse of a large Chinese store in Des Voeux Road, Central. As a result the tram service was partially disorganised.

In the block next to Wing On's in Des Voeux Road, going west, and on the same side, there are Stores known as the New Chen Kwong Stores.

It seems that a huge crack appeared in the pillar on the first floor verandah nearest Wing On's yesterday evening about 5 o'clock, and masonry from it began to fall to the road level.

As a result the tram service was suspended from passing the spot. Trams going east ceased to run after reaching the Western Market and from this point returned to Whitty Street. Trams going west, stopped either at the Post Office or the Central Market, and from thence returned to Causeway Bay or Happy Valley. This service was continued throughout the evening, and passengers had to dismount from one tram and proceed by rickshaw to the connecting tram, or walk it—a considerable distance between the two points. The rickshaw coolies were, incidentally, very pleased, and reached a rich harvest.

It was learned by a *Daily Press* reporter that the first crack appeared about one o'clock, and during the afternoon a European traffic inspector of the Hong Kong Tramways noticed that the crack was spreading, and fearing a collapse of the whole building—a huge four storey structure—the trams were stopped from passing this point.

It is thought that the pillar has been weakened by the heavy rains of this year, and perhaps through the repairs which have been in progress for some time at the side of the building in the side street leading to the Praya.

This street was closed up to all traffic and pedestrians, and no trams passed the point until late at night when they proceeded very slowly past the building on the way to the Depot.

P.W.D. officials and police officers inspected the building, and shoring up with scaffolding was commenced at once, when the alarm had been given. Supports were still being placed on the first-floor verandah pillar and the verandah itself at a late hour last night.

The store was closed as soon as the crack began to spread.

RUGBY FOOTBALL.

CLUB AND SERVICE MATCHES.

KNOCK-OUT COMPETITION, CLUB *v.* ARMY AND NAVY AND INTERPORT WITH SHANGHAI.

AMBITIOUS PROGRAMME PLANNED.

If the ambitious programme planned by the Rugby Section of the Hong Kong Football Club can be carried through in the coming season it should give a new lease of life to this sport in the Colony, and provide matches of interest week by week.

Although the programme aims high there appears to be no reason why it should miss its mark in view of the number of military and naval "rugger" enthusiasts now in Hong Kong.

Practically all the infantry battalions have a fine combination of rugby football players, while such units as Artillery, Royal Engineers and R.A.M.C. units must not be forgotten. The Navy is more of an uncertain factor, as ships have a habit of being sent from port at a moment's notice, but in spite of this the Navy as a whole can be depended on always to field a good team.

It is expected that there will be between a dozen and two dozen teams playing Rugby football this coming season, as some of the military units are likely to provide two teams. The Rugby Section of the Football Club has had an increase in membership, and it is hoped here too to be able to put a first and second fifteen in the field.

Plans for the season include a knock-out competition, triangular matches between the Club, Army and Navy, and possibly a wind-up to the season, an Interport match with Shanghai, if this can be arranged.

It is proposed to play twice a week (mid-week matches) and also on every other Saturday. As regards ground, it is hoped to secure a suitable playing field at the Valley, and negotiations are now proceeding to that end. It is hoped to commence the season sometime next month or in October, as soon as the weather begins to cool.

These plans were outlined at a meeting of the Rugby Section of the Hong Kong Football Club held last evening at Union Building (by permission of the Union Society of Canton, Ltd.).

"Soccer" Club Helping.

There was a fair attendance of members, and it was intimated by Mr. C. D. Wales, who presided, that the membership had increased, several new members having come into the Club.

Mr. Wales said that the "soccer" club was doing all it could to help the rugby section along. They aimed at getting the rugger club properly started and to keep the game alive in the Colony. Next year, at the conclusion of the friendly matches, it was proposed that a knock-out competition should be held, and that the Services and the Club should each enter one team for this event. It was also hoped to have the representative games already mentioned and an Interport match with Shanghai would be particularly popular.

Officers Appointed.

The meeting then proceeded to elect a Captain, vice-Captain, and two members to act as ex-officio members of the Committee of the Hong Kong Football Club, one of these committee members also to act as Team Secretary.

Mr. C. D. Wales was elected as Captain, of the Rugby Club, Mr. T. L. Foster as vice-Captain, and Messrs. A. E. Pritchard and J. Ralston as ex-officio members of the H.K.F.C. Mr. Pritchard is to act as Team Secretary.

The proposals for the coming rugby season, it was announced, are to be placed before the annual general meeting of the Hong Kong Football Club which is to be at the Board Room of Messrs. Jardine, Matheson & Co., Ltd., on Friday evening, this week.

BASEBALL.

DEPARTING HONOLULU PLAYERS.

THEIR THANKS TO HONG KONG.

Clarence Chang, president, Nelson Kau, manager, Abraham Liu, business manager, Afo Fung, captain, and members of the Chinese Amateur Athletic Club of Honolulu, whose baseball team played a series of games in Hong Kong under the auspices of South China Athletic Association, wish, before leaving their newly formed friends in Hong Kong, to thank the public for their generous support and goodwill during their sojourn here, particularly the Chinese organizations in Hong Kong, Canton, and Macao which entertained them during their visits. They wish to also convey to the officers of the several clubs and teams whom they have met, their appreciation of the friendly spirit and sportsmanship show both at the receptions and on the diamond.

Mr. Hing Wong, hon. general secretary of South China Athletic Association and Hong Kong Baseball Association, under the management and patronage of which the series of Honolulu Chinese games have been played, also wishes to join the visitors in expressing satisfaction of the success of the games. The attendance at the baseball games in Hong Kong was very gratifying. Many leading Chinese supported the games financially, and it was through their generosity that the large team of Honolulu Chinese were able to give the exhibition games in Hong Kong.

TENNIS.

HONG DOUBLES.

SECOND ROUND PLACINGS.

With the exception of a couple of matches the first round has been completed and the placings of the surviving competitors who will meet in the second round are as under:—

(1) J. T. Prior and G. S. Hugh Jones (rec. 1/6) *v.*
(2) G. W. Sewell and H. R. Remington (owe 15).
(3) W. L. Dunbar and A. W. Hay Eddie (scr.) play
(4) winners of H. V. Parker and R. P. Moodie (rec. 3/6) *v.* J. W. Alabaster and S. M. Garrard (owe 3/6).
(5) D. E. Clark and J. D. Humphreys (rec. 1/6) play
(6) winners of G. Miskin and C. Blaker (owe 2/6) *v.* J. N. Owen and F. Syme Thomson (rec. ±).
(7) Dr. R. K. Valentine and Dr. I. Newton (owe 2/6) *v.*
(8) H. Graves and C. L. Sandes (rec. 5/6).
(9) W. D. F. Wilson and K. A. Mason (rec. 2/6) play
(10) winners of C. W. E. Bishop and R. M. Henderson (owe 15) *v.* J. W. Worsick and C. D. Wales (rec. 1/6).
(11) and (12) Commodore J. L. Pearson and Pay.-Lt.-Comdr. A. P. Shaw (owe 1/6) have entered the third round.
(13) M. D. Scott and R. L. Moncrieff (rec. 3/6) *v.*
(14) A. Piercy and W. B. Cornaby (owe 3/6).
(15) Capt. A. D. Dobbie and Rev. F. P. W. Alexander (owe 15/3) *v.*
(16) T. G. Bennett and M. M. Watson (rec. 3/6).

LAWN TENNIS.

HUNTER BEATS LOTT.

[REUTER'S AMERICAN SERVICE.]

FOREST HILL, August 21st.

Playing in the first singles match since he was selected a member of the United States Davis Cup team, Francis Hunter beat George Lott, 7-5, 6-6, 6-0.

ORDER OF ST. JOHN.

The King, who was accompanied by the Queen, held an Investiture of the Order of St. John of Jerusalem in England, in the Throne Room, Buckingham Palace, on Friday, July 8th, when His Majesty invested the following Dames Grand Cross and Bailiff's Grand Cross with their Insignia:—

The Duke and the Duchess of York, the Princess Mary (Viscountess Lascelles), Field-Marshal the Duke of Connaught (Grand Prior of the Order), the Princess Louise (Duchess of Argyll), the Princess Beatrice, Prince Arthur and Princess Arthur of Connaught, and Princess Alice.

The following Dame Grand Cross and Bailiff's Grand Cross also had the honour of being invested with their Insignia by the King:—

Lady Farley, Major-General the Earl of Scarborough (Sub-Prior), the Archbishop of York (Prelate), Lieut.-General Sir Aylmer Hunter-Weston, M.P. (Chancellor), Sir John Hewett (Bailiff of Egle), Colonel Lord William Cecil, Colonel Sir Wyndham Murray, the Earl of Ranfurly, Mr. Edmund Fraser, Lieut.-Colonel Arthur C. Yate, Lieut.-Colonel Sir Richard Temple, Bt., and Colonel Sir Herbert Jekyll.

LOCAL AQUATICS.

TYPHOON DAMAGE TO V.R.C.

MATCHES POSTPONED.

The abnormal weather conditions over the week-end were responsible for the first break in the Water Polo League yesterday when two matches should have been played. After the blow on Saturday the Victoria Recreation Club camber was partly filled with mud and rubble, which had to be cleaned out and the bath could not be got ready for use in time.

The League matches will be put forward one playing day. Yesterday's matches will be decided on Wednesday and those arranged for that day will be played Monday.

Below will be found dates on which further championships will be decided:—

September 3rd.

100 Yards Free Style, Open Championship of the Colony.

100 Yards Free Style, Ladies' Championship of the Colony.

September 17th.

220 Yards Free Style, Open Championship of the Colony.

100 Yards Free Style, Boys Championship of the Colony.

High Dive Open Championship of the Colony.

October 1st.

440 Yards Free Style Open Championship of the Colony.

100 Yards Breast Stroke, Open Championship of the Colony.

Team Race Championship of the Colony.

BRITISH POLO PLAYERS IN U.S.

FIRST IMPRESSIONS GOOD.

NEW YORK, July 22nd.

American observers believe that the British polo team which played and won its first match here yesterday, beating a Meadowbrook team by 10 goals to 4, could have whipped the last Hurlingham team at the top of its form. The opinion here is that if the British players do not lift the international cup this time they will be a long time doing it.

Whether the team work shown in the match can stop rushes of a Milburn or a Hitchcock remains to be seen. It easily stopped the rushes of the veteran international Mr. Louis E. Stoddard and three other fine American players.

Captain Dening was the best of the players, showing fine form and head work. The others were greatly bothered by the bad condition of the field, and their accuracy suffered. The ponies, although not used to such soft going, outraced and outmanœuvred some of the finest ponies ever stabled at Meadowbrook.

The most noticeable thing about the work of the team was their long hitting after the American style.

D. Milburn and Hitcacock are sure of their places in the American team and Watson Webb is expected to retain his place, but the other position is doubtful.

Col. Tomkinson, manager of the Army in India team, said after the game, "The British team had their first game on ground which had not recovered from recent very heavy rains. Although the going was safe and no ponies slipped up the ground was very much cut up which had an appreciable effect on the hitting of both sides."

BIG GAME TRAGEDY.

SON OF FAMOUS SPORTING BARONET KILLED.

News has been received that Major Claude Vierville Champion de Crespigny, fourth son of Sir Claude Champion de Crespigny, the famous sportsman, has been killed while hunting in Tanganyika, East Africa.

Major Claude Champion de Crespigny, who was 45 years of age, was Game Ranger in the Tanganyika Territory. Like his father he had had an adventurous career. He saw service in the South African War, was a member of the Nandi Punitive Expedition in 1905-6, and was wounded in the Great War.

He also served with the Royal Irish Constabulary during the Irish Rebellion of 1921, and in the Ulster Special Constabulary in 1922.

Few men have lived so dangerously as Sir Claude, who is now 80 years of age. He has been nearly eaten by sharks; has been at grips with a tiger; and has escaped from the toils of a python.

In addition, he has broken 3 ribs steeplechasing, 3 bones, hunting, and 2 fingers boxing.

He is probably the only living Englishman who has issued a challenge to a duel.

Swimming, rowing, and ballooning have also been among his favourite pursuits.

LONDON'S "BIG BANG" MYSTERY.

NIGHT SHOCK FOR LONDONERS.

UNEXPLAINED.

Residents of North-West London were startled one night last month by a terrific report, which seemed like the explosion of a gas-holder.

Many people rushed to their doors in alarm, but no explanation of the "big bang" was forthcoming.

Mr. Thomas Rawlings, a chauffeur, living in West End-lane, Hampstead, said to a Press representative:—

"I was driving my car near the White City shortly before nine o'clock, when I heard and felt a heavy detonation. It seemed to come from the direction of Hampstead Heath.

"A Dull Roar."

"It was not like a shell bursting, the firing of a heavy gun, or thunder, but it reminded me of the dull roar of quarry blasting I used to hear when I resided near some large quarries.

"I am convinced it must have been a subterranean disturbance of some sort and not the usual kind of explosion."

Many inquiries reached the police stations in the Hampstead area but no reports had been received from patrols and the authorities can throw no light on the matter.

Mr. Kennedy of Messina-avenue and dozens of his neighbours are satisfied that the sound came from the direction of Hampstead Heath. Residents in adjoining thoroughfares also testify to the time when they heard the sound, namely 8.45 p.m.

All agree that the sound was not thunder.

VESSELS EXPECTED.

Achilles (Blue Funnel), due Sept. 12th.
Aeneas (Blue Funnel), due Sept. 23th.
Arafura (E. & A.), due October 3rd.
Bolton Castle (Dodwell), due Sept. 24th.
Calchas (Blue Funnel), due Sept. 11th.
City of Bombay (Blue Funnel), due September 3rd.
City of Salford (Blue Funnel), due October 1st.
City of Tokio (Blue Funnel), due December 6th.
City of Wellington (Blue Funnel), due October 15th.
D'Artagnan (M.M.), due September 13th.
Devanha (P. & O.), due December 23rd.
Diomed (Blue Funnel), due October 8th.
Ellerman (Blue Funnel), due Dec. 24th.
Empress of Asia (C.P.R.), due August 29th.
Esquilino (Dodwell), due September 15th.
Eurylochus (Blue Funnel), due September 6th.
Eurypylus (Blue Funnel), due Oct. 25th.
Athos II. (M.M.), due August 30th.
Hector (Blue Funnel), due to-morrow.
Holt (Blue Funnel), due November 8th.
Japanese Prince (Furness, F.E.), due to-day.
Japanese Prince (Furness, F.E.), due September 18th.
Kashgar (P. & O.), due November 25th.
Kashmir (P. & O.), due September 29th.
Keemun (Blue Funnel), due Sept. 30th.
Khyber (P. & O.), due September 1st.
Lycaon (Blue Funnel), due Sept. 6th.
Macedonia (P. & O.), due October 14th
Malwa (P. & O.), due September 15th
Mantua (P. & O.), due November 11th.
Mongolia (P. & O.), due October 28th.
Morea (P. & O.), due December 9th.
Nagpore (P. & O.), due August 29th.
Ningchow (Blue Funnel), due to-morrow.
Nyanza (P. & O.), due September 21st.
Orestes (Blue Funnel), due October 30th.
Pheumius (Blue Funnel), due Oct. 31st.
Protesilaus (Blue Funnel), due Oct. 25th.
Saarbruecken (N.D.L.), due August 29th.
Sarpedon (Blue Funnel), due Oct. 20th.
St. Albans (E. & A.), due Sept. 5th.
Sumatra (Swedish East Asiatic Co., Ltd.), due September 24th.
Talamba (B.I. & Apcar), due Sept. 3rd.
Talma (B.I. & Apcar), due Sept. 10th.
Talthybius (Blue Funnel), due to-day.
Tanda (E. & A.), due August 20th.
Teiresias (Blue Funnel), due Oct. 16th.
Theseus (Blue Funnel), due October 1st.
Tilawa (B.I. & Apcar), due Sept. 4th.
Tyndareus (Blue Funnel), due Oct. 2nd.

THE FLANDER'S BATTLEFIELDS.

CHANGES IN TEN YEARS.

SCAVENGERS STILL BUSY.

(From a Times Special Correspondent.)

That a visit to the old battlefields is likely to breed chiefly disillusionment has become a commonplace. What have these wide, smiling lands, with their mellowing crops and clean, new homesteads to do with the regions of horror which once we knew so well? It is impossible even to go and look for traces of our old front line, for one cannot trample the hip-high corn. And where the German line ran lie cows, tethered at punctual intervals, chewing meditatively in the thick lucerne. Or have we got it all wrong? Ought we to be farther to the right? With the disappearance of the old landmarks, the whole country, as we stand up full-height, and without fear in the sunlight, has changed in all dimensions. It has grown out of drawing. It was never as level as this, and the Ridge there was ever so much higher. But without the hummock that we knew as the brick-heap, how is anyone to get his bearings?

"Their Original Condition."

True, there are areas which still, we are told, remain "in their original condition," as on Vimy Ridge, in the Railway Triangle behind Arras, and the dreadful stretch by Thiepval to Beaumont Hamel, past Newfoundland Park to Auchonvillers, and other places. On the Ridge the ground is purposely left untouched to the glory of the Canadians and the Highlanders who went with them up the slope from Roclincourt ten years ago. In the Triangle, where, perhaps, more Germans met their death in 1917 than at almost any other place within an equally narrow area there is no purpose to which the land can profitably be put.

Above the Ancre.

On the high ground above the Ancre the soil was so thin over the chalk that when it was ploughed deep by the shells it was rendered useless for agriculture. Here, from south of the Ancre, looking northwards towards Grandecourt and Beaucourt, you can still follow clearly the white wavy lines which mark both our old front and the "O.G.1." All the formidableness of the Y-Ravine is made plain to you, and you can marvel again at the performance of the Ulstermen on that First of July, and understand anew the tragedy of the Newfoundlanders and men of the Middlesex.

One Vast Nettlepatch.

These areas, indeed, remain waste; but "in their original condition" they are not. Nature sees to that. Slowly, year by year, trenches fall in, parapet and parados are washed away, dugouts collapse or are choked and disappear, the shell-holes slowly fill, and over all the dense growth of grass and flowers, bushes and young trees, masks all the inequalities of the torn earth below. You push your way stumblingly among the young poplars, sallows, and buckhorn, through the tangle of lesser growth—ragwort and ox-eye daises, wormwood, vetches, and, above all, nettles (and such stout fighters are these last that in the vegetable warfare that now rages here it looks as if in a few years the whole Thiepval region would be one vast nettlepatch)—and your feet trip on hidden strands of barbed wire, ragged sheets of corrugated iron, heavier fragments of timbers or tanks. And everywhere the scavengers of the battlefields, in gangs of two or three, are still at work.

Unexploded Shells.

They have a long iron rod sharpened at the end and with a T-shaped handle, like the handle of a garden roller, with which, leaning on it with all their weight, they probe into the loose earth. Experience has taught them to know when the probe comes in contact with metal, and then they attack the spot with great hoelike spades of the French worker. But it is dangerous digging. Continually there are accidents—still from unexploded shells or handgrenades; but the rewards are enough to justify the risks. The driving bands and cases of shells, parts of the mechanism, the bullets in shrapnel duds, even the shells themselves—all have some value: and the man who comes upon one of the innumerable minor dumps which, in the ebb and flow of war, were left all over this country, has earned good pay for a month. If human bones are found a fixed fee is paid, whether the remains are those of a British soldier, a Frenchman, or a German. The ground must be left religiously alone and the Imperial War Graves Commission notified, so that every care may be taken to identify, if possible, the dead. At central points you may see the heaped harvestings of recent work—shells and bits of shells of every sort and size, bases of trench mortars, fragments of gun carriages, all rust-covered, rifles from which the wood has mostly rotted away, and, saddest of all, trench helmets, British or German; and not seldom they are found side by side.

Everywhere throughout the battle areas the fences of farm and garden are of barbed wire, sometimes of the old wire, rusted, twisted, only half straightened out, sometimes of new wire strung on the old uprights, whether of the British or of the enemy type. Ragged sheets of corrugated iron are put to a thousand uses, and among the spick-and-span new buildings—so vastly more commodious than the old cottages that they replace—are Nissen huts, still seemingly sound and weathertight. They are used as estaminets and chicken-houses, as homes where children play about the doors, as stables and garages. To some, porches of the corrugated iron have been added. Some are wreathed in rambler roses.

These things still remain; but they will soon pass—except, probably, the uprights of the barbed wire—and the only vestiges of the war will be the wastes which are still in "their original condition," the monuments and the cemeteries, so admirable in their peacefulness and beauty. Already the Great War is fading into ancient history; the battlefields of the Arras and of the Somme becoming one with Malplaquet and with Blenheim.

The Times.

(Continued on next Column.)

CHASTENED MINERS?

FEDERATION'S LOST MEMBERS.

MR. HERBERT SMITH'S NEW THREATS.

SOUTHPORT.

A chastened body of about 150 delegates listened in one of the most elegant rooms of the most elegant hotel here to Mr. Herbert Smith, the president of the Miners' Federation of Great Britain, delivering his presidential address to the first annual conference of the federation held since the general strike and the coal stoppage.

Mr. Smith was not more buoyant than the delegates. He admitted his disappointment with last year's results, and his survey of future prospects was also noticeably restrained. The delegates listened without the slightest show of emotion, cheering neither his occasional onslaughts on capitalism nor his exhortations to working-class unity.

Mr. Smith said nothing about the depleted finances of the federation, and all he said about membership—which is half what it was eighteen months ago—was that whereas they had 800,000 members early last year, "that number has since been reduced."

Another "Revolution."

Mr. Smith attacked in strong language "the reactionary proposals for the perpetual toryisation of the House of Lords."

If monopoly and privilege, he said, declared that the essential public safeguards of the Parliament Act were to be destroyed, then his fellow countrymen might adopt "even unconstitutional methods of preserving our liberties."

Tom Mann to "Put His Oar In."

Mr. Tom Mann, president of the Minority Movement, now home from China, promises to come to the conference bringing with him a flaming banner from the All-China Labour Federation, which claims to have helped the British miners through the Hong Kong-Canton strike to "shake the foundations of British Imperialism."

CHINESE PASSENGERS' TRAFFIC.

THE WEEK'S "IN AND OUT."

ARRIVALS EXCEED DEPARTURES.

Chinese passengers entering into the Colony during the week ended on August 14th, numbered 30,884 while those leaving Hong Kong during the same period totalled 29,490, which means another 1,394 Chinese have been added to the Colony's population.

The following are the official figures supplied by the Harbour Authorities:—

By Ocean Steamers.

	Arr.	Dep.
August 8th	2,153	1,256
,, 9th	1,303	2,560
,, 10th	3,024	1,913
,, 11th	972	918
,, 12th	257	1,132
,, 13th	1,278	597
,, 14th	1,026	161
Total	10,043	8,537

By River Boats, Junks and Launches.

August 8th	2,354	3,330
,, 9th	3,789	2,848
,, 10th	2,089	3,605
,, 11th	3,602	2,781
,, 12th	2,115	3,365
,, 13th	3,859	1,576
,, 14th	2,733	3,168
Total	20,841	20,953

BIRTH-RATES IN EUROPE.

REMARKABLE FIGURES FROM RUSSIA.

Sir Kingsley Wood, Parliamentary Secretary to the Ministry of Health, replying to Sir William Davison, in the House of Commons, gave the following figures of birth-rates per 1,000 in Great Britain and other countries in Europe:—

Great Britain	1926	18.1
	1925	18.6
England and Wales	1926	17.8
	1925	18.3
Scotland	1926	20.0
	1925	21.3
Sweden	1926	16.9*
France	1926	18.8*
Finland	1925	22.3
Germany	1925	21.3
Denmark	1924	21.9
Switzerland	1925	18.4
Netherlands	1926	23.8*
Belgium	1925	19.6
Spain	1925	29.4*
Hungary	1926	26.7*
Czecho-Slovakia	1925	25.1
Austria	1924	21.7*
Italy	1925	27.5*
Bulgaria	1924	39.7*
Norway	1925	20.0
Republique Socialiste Federative Sovietique de la Russie	1924	43.6*
Republique Socialiste de l'Ukraine	1923	35.4

* Provisional.

The Russian figures, Sir Kingsley said, covered the only parts of Russia in Europe for which figures were available.

OVER HALF A CENTURY REPUTATION
DR. LE CLERC'S PILLS FOR THE LIVER & KIDNEYS
Invaluable for Diseases of these Important Organs, Gravel, Backache, Gout, Rheumatism.
Price: 2s. Leading Chemists, or Post Free from Dr. Le Clerc Med. Co., Haverstock Rd N.W. 5 (London).
DR. LE CLERC'S VEG. APERIENT PILLS. Price 2s.
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GIVE AID RELIEF FOR SALUTE AILMENTS
DR. LE CLERC'S SOAP 1s. or 3 Tab. 1 s.
Sold by Boots Chemists

CHILD TROUBLED WITH ECZEMA
On Scalp. In Misery All the Time. Cuticura Heals.
"My little boy was troubled with eczema of the scalp. It started with an itching and water blisters, and when the blisters broke they formed sore eruptions so that I had to bandage his head. He could not sleep at night because of the irritation and was in misery all the time.
"My sister advised me to try Cuticura Soap and Ointment so I sent for a free sample. I purchased more, and after using three cakes of Soap and two boxes of Ointment he was healed." (Signed) Mrs. Louisa E. Buss, 12, Clarence Pl., Newtown, Bristol, Eng.
Daily use of Cuticura Soap, assisted by Cuticura Ointment, will keep the skin and scalp healthy.
Soap and Ointment sold throughout the world. For sample each free address: F. Newbery & Sons, Ltd., 27, Charter-hse. Sq., London, E.C.1. Also for mail orders with price.
Try the Cuticura Shaving Stick.

CONSIGNEE NOTICES.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ.
(United Netherlands Navigation Co.)

HOLLAND-OOST AZIE LIJN
(Holland-East Asia Line).

NOTICE TO CONSIGNEES.

From AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN & GENOA.

THE Steamship "OUDERKERK" (12) having arrived from the above Ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 30th August, 1927, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 29th August, 1927, at 10 a.m., by Messrs. Goddard and Douglas, Hong Kong.

Claims against the Steamer must be presented in writing within Ten days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN,
General Agents.
Hong Kong, 22nd Aug., 1927. [5246

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO', ANTWERP, LONDON and STRAITS.

The Steamship "BENALDER."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence, and/or from the wharves Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th September, 1927, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 10 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co., Ltd.,
Agents.
Hong Kong, 16th Aug., 1927. [5226

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

From UNITED KINGDOM Via SINGAPORE.

CONSIGNEES per Co.'s Steamer "MENELAUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 22nd August.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 29th August, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th September or they will not be recognised.

No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
22nd August, 1927. [5239

NOTICE TO CONSIGNEES.

"ELLERMAN" LINE.

From EUROPE.

THE Steamship "CITY OF NORWICH" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 29th August, 1927, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 5th September, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents.
Hong Kong, 22nd Aug., 1927. [5241

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

From U.S.A.

THE Steamship "CITY OF BATH" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 29th August, 1927, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 5th September, 1927, or they will not be recognized.

All broken, chafed and damaged Goods, are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents.
Hong Kong, 22nd Aug., 1927. [5242

JAVA THE WONDERLAND

SPEND YOUR SUMMER HOLIDAYS IN JAVA.

BEAUTIFUL HILL RESORTS
GLORIOUS SCENERY.

Next Sailings from Hong Kong:—

S.S. "TJISONDARI" ... 25th Aug. to Batavia direct.
S.S. "TJISALAK" 31st Aug. to Batavia direct.
S.S. "TJIKEMBANG"... 8th Sept. to Batavia direct.

Special Return Tickets Issued.

For full particulars regarding fares, hotels, motor trips, etc. Apply to—

JAVA-CHINA-JAPAN LIJN,
York Building.

Telephone C. 1574. [121

HAMBURG-AMERIKA LINIE.



Including
HUGO STINNES LINIEN

COMBINED FREIGHT AND PASSENGER SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

S.S. "SAARLAND" (H.A.L.) due here on or about the 28th Aug.
S.S. "EMIL KIRDORF" (H.St.L.) ... due here on or about the 17th Sept.
S.S. "HESSEN" (H.A.L.) due here on or about the 27th Sept.
S.S. "SACHSEN" (H.St.L.) due here on or about the 12th Oct.
S.S. "PREUSSEN" (H.A.L.) due here on or about the 25th Oct.

HOMEWARD.

Sailings for Europe via Manila, Singapore, Colombo & Port Said:—

* M.V. "MUENSTERLAND" (H.St.L.)... sailing from here on or about the 27th Aug.
‡ S.S. "OLDENBURG" (H.A.L.) sailing from here on or about the 9th Sept
‡ S.S. "ADOLF VON BAEYER" (H.St.L.) ... sailing from here on or about the 21st Sept.
† S.S. "SAARLAND" (H.A.L.) ... sailing from here on or about the 1st Oct.
‡ S.S. "EMIL KIRDORF" (H.St.L.) sailing from here on or about the 22nd Oct.
‡ S.S. "HESSEN" (H.A.L.) sailing from here on or about the 1st Nov.
‡ S.S. "SACHSEN" (H.St.L.) ... sailing from here on or about the 15th Nov.

* Calling at Marseilles, Rotterdam and Hamburg.
‡ Calling at Genoa, Rotterdam and Hamburg.

For Freight, Passage and further Particulars please apply to

JEBSEN & CO.

12, Pedder Street. Tel. C. 2225
Tel. C. 4754.
61]

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "ASIA"
will be loading for ROTTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS
On or about 10th October.

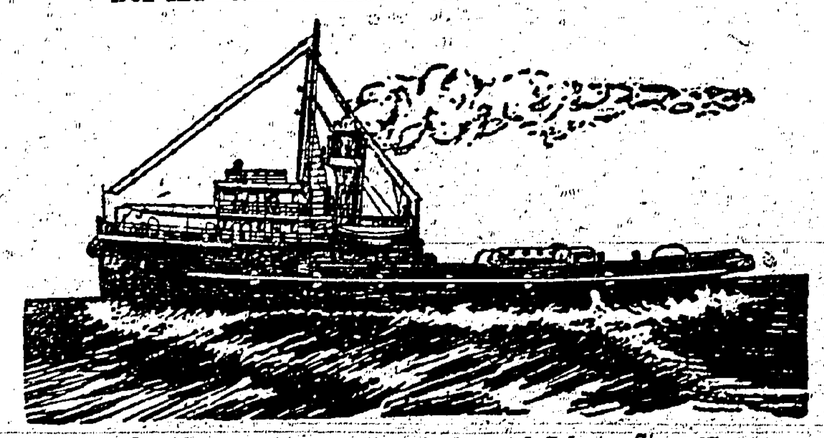
	Further Sailings	Expected on or about	Will leave homeward-bound on or about
M.S. "Java"	...	23rd August	—
M.S. "Asia"	...	9th September	10th October, 1927
M.S. "Afrika"	...	20th October	—

Subject to change without notice.
For further particulars, please apply to:—
JOHN MANNERS & CO., LTD.
Agents.
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The HONGKONG & WHAMPOA DOCK
COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers
Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer
"Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 165' B.P., Breadth 34' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Works

Please address enquiries to the Chief Manager,
R. M. DYER, B.Sc., M.I.N.A. Kowloon Dock, Hongkong.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	DUE HONG KONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	6th September	13th September
CHANGTE	11th October	18th October
TAIPING	8th November	15th November
CHANGTE	9th December	16th December

For Freight and Passage Apply to—BUTTERFIELD & SWIRE,
TELEPHONE: CENTRAL 38. Agents. [5

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s.	"MENTOR"	Via Suez Canal	23rd August.
s.s.	"CITY OF NORWICH"	Via Suez Canal	11th September.
s.s.	"GLAUCUS"	Via Suez Canal	24th September.
s.s.	"CITY OF BOMBAY"	Via Suez Canal	9th October.
s.s.	"THESEUS"	Via Suez Canal	23rd October.
s.s.	"CITY OF EASTBOURNE" ...	Via Suez Canal	6th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to Change without Notice.

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HONG KONG & CANTON. JARDINE, MATHESON & Co., LTD., CANTON
[21

PRINCE LINE

IMPROVED SERVICE

BY



FAST MOTOR VESSELS

TO

BOSTON

AND

NEW YORK

M.V. "JAVANESE PRINCE" 23rd August, 1927
M.V. "JAPANESE PRINCE" 18th September, 1927

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)
Telegrams: Furnprince. King's Building. [19

M. M. MESSAGERIES MARITIMES

LIGNES COMMERCIALES (CARGO BOATS).
Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK:—

s.s. "DR. P. BENOIT" due to arrive from DUNKIRK, LONDON, HAVRE about the 26th August.

SERVICES CONTRACTUELS (MAIL SERVICE)

Steamers.	Sailings from Marseilles.	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles.
CHENONCEAUX ...A	—	—	30th Aug.
ATHOS II A	29th July	28th Aug.	27th Sept.
ANGERS B	12th Aug.	13th Sept.	11th Oct.
D'ARTAGNAN A	26th Aug.	27th Sept.	25th Oct.
GAL. METZINGER ...A	9th Sept.	11th Oct.	8th Nov.
SPHINX A	23rd Sept.	25th Oct.	22nd Nov.

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS: 1st Class...£ 99. 0d. 0d. | 2nd£ 70 0d. 0d.
B CLASS STEAMERS: 1st Class...£ 85. 0s. 0d. | 2nd£ 61. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice).

For full Particulars, apply to:—
Cie. des MESSAGERIES MARITIMES,
Telephone: Central 740 3, QUEEN'S BUILDING,
CONSIGNATION—TRANSIT—REPRESENTATION. [3

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIVE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

English Price 2s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" in Government Stamp. Sold by LEADING CASH CHEMISTS

PODOS PREPARATION, MAD ... PEDICURE, OR DIRECT, OR BEECH, 10, QUAY, TAR DUCK, ARTIFICIAL ... MANUFACTURED ... TENDER AND ... SOFT FOOT ... ALL PHARMACIES

Shipping News

Arrivals and Departures, etc.

ARRIVALS.

August 19th.

Borneo, British str., 1,294 tons, Capt. R. A. Prichard, from Haiphong and Hoihow, with a cargo of coal, lying at Quarry Bay.—Shun Tai S.S. Co.

Celebes Maru, Japanese str., 4,238 tons, Capt. S. Takeya, from Moji, which port she left on August 14th, with a general cargo, lying at Kowloon Wharf. —O.S.K.

August 20th.

City of Bath, British str., 3,134 tons, Capt. W. S. Conghlan, from Newport and Manila. The latter port she left on August 17th, with a general cargo, lying at buoy No. A26.—Bank Line.

August 21st.

Changtai, Chinese str., 1,113 tons, Capt. W. Sole, from Bangok and Kohsichang. The latter port she left on August 13th, with rice and meal, lying at buoy No. C39.—Kin Cheong Lee.

Dampto, Norwegian str., 1,430 tons, Capt. K. Holm, from Bangkok, which port she left on August 12th, with teakwood, rice and meal, lying at buoy No. C45.—Karsten Larssen & Co.

Genoa Maru, Japanese str., 4,894 tons, Capt. R. Kamekawa, from Bombay *viâ* Singapore. The latter port she left on August 14th, with a general cargo, lying at buoy No. B54.—N.Y.K.

Kwong Sang, British str., 1,428 tons, Capt. A. D. Kelman, from Canton, with a general cargo, lying at buoy No. B32.—Jardine, Matheson & Co.

Tjikembang, Dutch str., 5,028 tons, Capt. T. P. Scattenburg, from Batavia and Muntok. The latter port she left on August 14th, with sugar and tapioca flour, amount to 3,771 tons, lying at buoy No. A8.—J.C.J.L.

Wingwo, Chinese str., 503 tons, Capt. I. A. de Lemos, from Port Bayard and Macao, with a general cargo, lying at Saikong Wharf.—Yew Kee Co.

Wong Shek Kung, Chinese str., 860 tons, Capt. O. V. Prasalov, from Haiphong and Canton, lying at buoy No. B47.—Kung Chung S.S. Co.

August 22nd.

Atsuta Maru, Japanese str., 4,960 tons, Capt. Narui, from London and Singapore. The latter port she left on August 16th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

City of Norwich, British str., 6,726 tons, Capt. W. J. Houghton, Antwerp and Singapore. The latter port she left on August 16th, with a general cargo, lying at Holt's Wharf.—Bank Line.

Deli Maru, Japanese str., 1,292 tons, Capt. K. Yugeta, from Takao and Swatow, with merchandise, lying at O.S.K. Wharf.—O.S.K.

Empress of Russia, British str., 8,789 tons, Capt. A. J. Hosken, R.N.R., from Manila, which port she left on August 20th, with a general cargo, lying at Kowloon Wharf.—C.P.S.S., L Kowloon Wharf.—C.P.S.S.

Menelaus, British str., 6,295 tons, Capt. H. S. Andrews, from Liverpool and Singapore. The former port she left on July 10th and the latter on August 17th, with a general cargo, lying at Holt's Wharf.—B. & S.

Montevideo Maru, Japanese motor ship, 4,386 tons, Capt. Takeji Narita, from Yokohama and Kobe. The latter port she left on August 17th, with 140 tons of general cargo, lying at Kowloon Wharf.—O.S.K.

Nam Sang, British str., 2,591 tons, Capt. F. Mooney, from Calcutta and Singapore. The latter port she left on August 16th, with a general cargo, lying at buoy No. B7.—Jardine, Matheson & Co.

President Taft, American str., 8,415 tons, Capt. C. M. Cochrane, from Manila, which port she left on August 20th, with 165 tons of general cargo for Hong Kong, lying at Kowloon Wharf. —Dollar S.S. Line.

Remo, Italian motor ship, 6,014 tons Capt. G. Camelli, from Yokohama and Shanghai. The latter port she left on August 18th, with a general cargo, lying at Yaumati.—Dodwell & Co.

Yatshing, British str., 1,424 tons, Capt. G. H. Hodgson, from Shanghai and Swatow, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

CLEARANCES.

August 22nd.

Atsuta Maru, for Shanghai.
Atreus, for Singapore.
Bingo Maru, for Moji.
Celebes Maru, for Singapore.
Deli Maru, for Canton.
Genoa Maru, for Shanghai.
Hakodate Maru, for Moji.
Havdrot, for Bangkok.
Hellas, for Swatow.
Hua Ming, for Saigon.
Hydrangea, for Swatow.
Knut Hamson, for Chinwangtao.
Kotsu Maru, for Swatow.
Kwong Sang, for Swatow.
Ming Sang, for Weihaiwei.
Montevideo Maru, for Saigon.
Remo, for Singapore.
Telemachus, for Saigon.
Tjisaroea, for Macassar.
Yat Shing, for Canton.
Yei Maru No. 2, for Hongay.



"Bon Voyage"— It is Assured

Noted the world around for their exceptional luxury and comfort, the giant President Liners of the American Mail and Dollar Steamship Lines are preferred by experienced and discriminating travelers.

The magnificent President Liners are broad of beam and exceptionally steady. All are oil burners, swift express liners.

The public rooms are luxuriously appointed and inviting.

All staterooms are outside, splendidly furnished and equipped with beds—not berths. Each room has hot and cold running water, also fans, wardrobe, thermos bottles and reading lamps. Private bath and showers in connection with many rooms perfect the travel comfort of these giant passenger liners.

The Cuisine is world famous. The deliciously prepared menus will delight you. And how the orchestra adds zest to your dining.

The decks are spacious. The Glass-enclosed Promenade always popular. Deck sports, open air swimming pool, movies, evening dances,—everything has been done to make your trip a happy one. Unexcelled anywhere—is the courteous and efficient service accorded you by the trained personnel aboard the President Liners.

The great frequency of sailings and the liberal stopover privileges of the Dollar Steamship and American Mail Lines have made these giant passenger liners outstandingly popular among travelers.

WEEKLY TRANS-PACIFIC SERVICE

To SAN FRANCISCO and LOS ANGELES
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays

Pres. McKinley ...Tues., Aug. 30th
Pres. Lincoln Tues., Sept. 13th
Pres. Cleveland ...Tues., Sept. 27th
Pres. Pierce Tues., Oct. 11th

To SEATTLE and VICTORIA
The Short, Straight Route to America
Fortnightly sailings on Wednesdays

Pres. Taft ...Wed., Aug. 24th, 6 a.m.
Pres. Jefferson ...Wed., Sept. 7th
Pres. Grant Wed., Sept. 21st
Pres. Madison ...Wed., Oct. 5th

Special Through Rates to Europe, via United States, £120, £112. Direct connections with all Atlantic lines. Choice of railway lines across United States and Canada, with liberal stop-over privileges for sight-seeing.

To EUROPE and NEW YORK
ROUND THE WORLD

Fortnightly sailings on Tuesdays via Manila, Straits, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, Boston and New York.

Pres. Garfield...Tues., Aug. 30th, 8 a.m.
Pres. Harrison—Tues., Sept. 13th, 6 a.m.
Pres. Monroe ...Tues., Sept. 27th, 8 a.m.
Pres. Wilson..Tues., Oct. 11th, 6 a.m.
Pres. Van Buren ... Oct. 25th, 8 a.m.
Pres. Hayes...Tues., Nov. 8th, 6 a.m.

To MANILA

Pres. McKinley...Aug. 23rd, 2 p.m.
Pres. Garfield ...Aug. 30th 8 a.m.
Pres. Jefferson ...Aug. 30th, 6 p.m.
Pres. Lincoln ...Sept. 5th, 6 p.m.
Pres. Harrison ...Sept. 13th, 6 a.m.
Pres. Grant Sept. 13th, 6 p.m.

For Bookings, Passenger and Freight Information Apply to
Hong Kong and Shanghai Bank Building, Ground Floor
Telephone Central 2477, 2478 and 795
Cable Address "Dollar"

Dollar Steamship Line and American Mail Line

PASSENGERS.

ARRIVALS.

Per s.s. *Empress of Russia*, from Manila, on August 22nd:—For Hong Kong: Mr. and Mrs. R. Allix, Mr. L. Bautista, Miss L. Bautista, Master C. M. Bautista, Mr. A. Bonus, Mrs. Chan Yuk, Mr. Chiong Seng, Mr. Go Bay Ka, Mr. Lam Sin Wai, Mr. C. Vallejo, Mr. F. Santiago, Mr. Yap Pae, Col. J. N. Wolfson, Mother F. Hernandez, Mother M. Ramos, Mr. Wong Yu, Mr. Yan Su Lam, Mr. Yan Kim Chung, Mr. Tay So Ho, Mr. So Chong Sin, Mr. F. W. Rodriguez, Mr. C. A. Nelson, Mr. J. Li To, Mr. Lee Siy Sing, Mr. Lee On, Miss H. Halverstadt, Mr. S. M. Comles, Mr. Tancongo, Mr. Chang Ka Nee, Mr. Li Sien Jong, Mr. Li Tau Song, Miss M. J. Cameron, Mrs. G. Y. Asinas, Miss M. Findlay, Miss D. Robertson, Miss A. N. Yansen, Mr. M. Neves, and Miss N. Bazan. Among passengers passing through Hong Kong were: Mrs. L. C. Moore, Mr. Lee Kwong Bo, Miss E. L. Lacey, Miss D. Green, Mother M. P. Brigou, Mr. D. Bluett, Capt. H. A. Barnes, Lt.-Col. E. W. and Mrs. Miller and Miss Miller, Mr. Yui Soong Vung, Mr. Ting Zkhuang, Mr. Jui Zung Faung, Lt. E. M. and Mrs. Powers and Miss Powers, Miss C. V. Hill, Miss M. Cressey, Miss L. J. Dahl, Miss G. C. Steinbeck; for Shanghai; Mr. S. Kanegae, for Nagasaki; Mr. R. Mondon, Mr. and Mrs. H. S. Uyeda and children, for Kobe; Miss E. B. Murray and Miss C. G. Haywood, for Yokohama; Miss V. Brown, Miss G. E. Hudnut, Miss E. B. Stewart, Miss A. D. Walker, Dr. K. W. McBurney, Mr. and Mrs. W. A. Maritzen, Mr. S. J. Awad, Mrs. F. Espinas, Mr. G. E. Cox, Mr. J. Arigo, Mr. G. L. Boomer, Mr. D. Becker, Mr. I. Michael.

Per s.s. *President Taft*, from Manila, on August 22nd:—For Hong Kong: Miss B. Betts, Mr. L. P. Garcia, Mr. J. Ingram, Mr. C. Johnson, Miss M. Melzer, Mr. C. C. Coulter. Among passengers passing through Hong Kong were: Mr. Mr. E. Hilton and Mr. J. M. Tantum, for Shanghai; Mr. V. C. Alcantara, Mr. A. de los Reyes, Mr. M. F. Filizardo, Mr. M. R. Guerrero, Mr. R. Gilbert, Mr. A. G. Blamas, Miss J. Gilbert, Mr. N. B. Masakayan, Miss F. McCann, Mr. A. F. O. Malley, Mr. F. Perez, Miss M. D. Pastrana, Mr. V. Ramos, Mr. V. Sulit, Mr. E. S. Sevilla, Mr. F. V. Santos, Miss F. Tirona, Mr. L. M. Tanada, Mr. R. Torres, Mr. F. Perez, Miss M. D. Pastrana, Mr. L. Pardo, and Mrs. F. Rios.

(Continued on next Column).

THE DOLLAR LINE.

NOVEL METHOD OF ADVERTISING.

The Dollar Steamship Line and American Mail Line have commenced a novel and interesting series of advertisements in the local papers. The advertisements are in the nature of a work of art, and this method of advertising in the East has been accomplished through the suggestion of Mr. George J. McCarthy, General Passenger Agent in the Orient for the Dollar Steamship Line.

The idea of the advertisements is that the public will be able to visualise through the illustrations life on the ships in various phases. Attention is drawn to comfort, speed and cuisine. The pictures have been executed by Rivera, a noted Spanish artist.

Underneath the pictures appear concisely worded advertisement setting out the lure of the sea, especially when allied with the comfort of the modern liner with its luxuriously public rooms and staterooms, its orchestra and all the rest of the pleasant amenities provided aboard these floating palaces.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

CANTON ...	"YATSHING"	Tuesday,	23rd Aug., at 1 a.m.
TIENTSIN ...	"MINGSANG"	Tuesday,	23rd Aug., at Noon
OSAKA via AMOY, MOJI & KOBE ...	"NAMSANG"	Wednesday,	24th Aug., at 7 a.m.
TSINGTAU via SWATOW & SHANGHAI ...	"HANGSANG"	Wednesday,	24th Aug., at 10 a.m.
SHANGHAI ...	"YUENSANG"	Thursday,	25th Aug., at 10 a.m.
SANDAKAN ...	"MAUSANG"	Saturday,	27th Aug., at 3 p.m.
TSINGTAU via SWATOW & SHANGHAI ...	"YATSHING"	Sunday,	28th Aug., at 10 a.m.
STRAITS & CALCUTTA ...	"KUMSANG"	Sunday,	28th Aug., at 3 p.m.
STRAITS & CALCUTTA ...	"FOOKSANG"	Thursday,	1st Sept., at 3 p.m.
STRAITS & CALCUTTA ...	"KUTSANG"	Monday,	5th Sept., at 3 p.m.
OSAKA via AMOY, MOJI & KOBE ...	"LAISANG"	Friday,	9th Sept., at 7 a.m.

For Freight or Passage, apply to—

JARDINE MATHESON & CO., LTD.,
GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 215. [8

GLEN LINE.

FARE: HONG KONG TO LONDON £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO

Motor Vessel	"GLENOGLE"	(via Oran)	Noon, 24th August
Motor Vessel	"GLENGARRY" ...	(via Oran)	21st September
Motor Vessel	"GLENLUCE" ...	(via Oran)	19th October
Steamship	"CARMARTHENSHIRE"	(via Oran)	2nd November

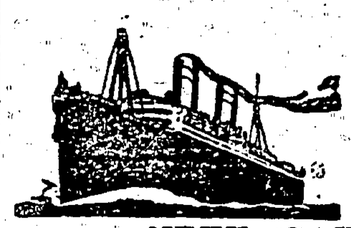
SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

			Due Hong Kong.
Motor Vessel	"GLENLUCE"	...	7th September
Steamship	"CARMARTHENSHIRE"	...	18th September
Motor Vessel	"GLENBEG" ...	...	29th September
Motor Vessel	"GLENTARA" ...	...	18th October
Steamship	"CARNARVONSHIRE" ...	...	27th October

For Freight, Passage and further Particulars, apply to:

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.
9]

NORDDEUTSCHER LLOYD, BREMEN.



FAR EASTERN PASSENGER AND FREIGHT SERVICE.

Cabin class: £73. 4s. 0d.
Intermediate class: £48. 2s. 0d.
} To GENOA.

NEXT SAILINGS:

Regular Fast Four-weekly Passenger-Service. (Also taking cargo.)

ACCOMMODATION FOR 100 CABIN CLASS AND 150 INTERMEDIATE CLASS PASSENGERS.	ARRIVAL AT HONG KONG AND SAILINGS FOR: SHANGHAI AND TAKU (TIENTSIN).	ARRIVAL FROM SHANGHAI AND SAILINGS FOR GENOA, ROTTERDAM & HAMBURG.
s.s. "GOTHA"	—	30th August, 1927.
s.s. "SAARBRUECKEN"	29th August, 1927.	24th Sept. "
s.s. "COBLENZ"	27th Sept. "	22nd Oct. "
s.s. "FULDA"	24th Oct. "	19th Nov. "

Regular Fast Four-weekly Freight Service.

NEXT HOMEWARD SAILING:

† s.s. "ROLAND" on or about 8th October, 1927
* s.s. "SCHLESIEN" on or about 9th November, 1927

† Calling at Marseilles besides the usual ports.
* Calling at Tripoli and Marseilles besides the usual ports.

NEXT ARRIVALS FROM EUROPE:

s.s. "NUERNBERG" ... on or about 14th Sept. in Hong Kong.

For Freight, Passage and further Particulars, please apply to:—

MELCHERS & CO.,
Telephone C. 4557. Agents,
3, Queen's Building, Chater Road. HONG KONG. [20

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAIYANG	...	...	Wednesday, the 24th August, at 3 p.m.
† HAICHING	...	...	Thursday, the 25th August, at 1 p.m.
HAINING	...	...	Sunday, the 28th August, at 12 Noon

† For Swatow only.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) *or vice versa* and Return by the same Steamer at the Reduced Rate of $80.00 including Meals while the Steamer is in Port

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
3] General Managers.

Shortest, Most Interesting Way to EUROPE

To the United States—
To Canada!
9 Days Across from Japan



The Trans-Canada Limited

NO long drawn out ocean trip but *varied*.....sea journey with rail..... cool and comfortable! Shortest route across the Pacific.....from Japan! Shortest across America! Shortest across the Atlantic! And at each transfer, only a step from steamer to train. *Empress of Canada, Empress of Asia and Empress of Russia* are largest and fastest liners across the Pacific. 17 days from Hong Kong. 14 days from Shanghai. 9 days from Yokohama. Then, at Vancouver.....through the thrilling Canadian Pacific Rockies....."Fifty Switzerlands in One."

The Atlantic Empresses and Cabin Class Ships sail from Montreal and Quebec. 1,000 sheltered miles on the St. Lawrence.....then about 4 days open sea...to Liverpool, Southampton, Belfast, Queenstown, Cherbourg Antwerp, Hamburg. This Service, combined with the Pacific Railway and Hotel Services en route.....offer you, or members of your family travelling alone.....the utmost in comfort and solicitous personal attention. All one management.....Canadian Pacific.

Let a Canadian Pacific agent or his representative tell you how attractive the through rates are and . . . how short, comfortable and convenient the route.



N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES:
£120, £112, £110, £102, £33; VIA SAN FRANCISCO.
G$440, G$420 VIA JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
*KOREA MARU Tuesday, 6th Sept., at 10 a.m.
SHINYO MARU Tuesday, 20th Sept.
*Calls Keelung & Los Angeles, Omitting Honolulu.

LONDON via Singapore, Suez, Marseilles & Ports.
HARUNA MARU Friday, 26th Aug., at 11 a.m.
KAMO MARU Saturday, 10th Sept., at 11 a.m.
KATORI MARU Saturday, 24th Sept., at 11 a.m.

SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU Wednesday, 24th Aug., at 11 a.m.
TANGO MARU Wednesday, 21st Sept.

BOMBAY via Singapore, Penang & Colombo.
MURORAN MARU Saturday, 27th Aug.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAWACHI MARU Tuesday, 6th Sept.

NEW YORK and/or BOSTON via PANAMA.
CALCUTTA MARU Saturday, 27th Aug.

LIVERPOOL via Singapore, Colombo, Port Said & Ports.
LIMA MARU Sunday, 9th Oct.

CALCUTTA via Singapore, Penang & Rangoon.
MOJI MARU Wednesday, 31st Aug.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU Friday, 16th Sept.

SHANGHAI, KOBE & YOKOHAMA.
ATSUTA MARU Tuesday, 23rd Aug.
TOYOOKA MARU Friday, 2nd September

For further information, apply to—
NIPPON YUSEN KAISHA.
Telephone: Central No. 292 (Private exchanges to all Depts.). [7

HOLLAND EAST ASIA LINE of the United Netherlands Navigation Company.

Regular Four-weekly Service between
Japan, Vladivostock, China, Hong Kong, Manila, Singapore and
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports

SAILINGS FOR EUROPE:
s.s. "OOSTKERK" 4th Sept.
s.s. "OUDEKERK" 2nd Oct.

ARRIVALS FROM EUROPE:
s.s. "OUDEKERK" 22nd Aug.
s.s. "MADOERA" 19th Sept.
s.s. "OLDEKERK" 17th Oct.

All Steamers have a Limited Accommodation for Passengers.
For Freight, Passage and further Particulars, Please Apply to—
JAVA-CHINA-JAPAN LYN,
Agents,
Telephone Central No. 1574. York Building [11

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

HEAVY THROUGH CARGOES.

JAPANESE VESSELS BEST CONTRIBUTORS.

Through freights as shown by the returns for the 24 hours ended at 9 a.m. yesterday were exceptionally heavy, with Japanese vessels carrying about 50 per cent. of the total amount. Local imports, on the other hand, were low considering the number of vessels contributing to the total.

The Colony's imports were brought by fourteen out of the sixteen arrivals. The total amount discharged was 12,614 tons, of which, 2,815 tons were accounted by seven British steamers.

The two best returns were shown by the s.s. *Tjikembang*, from Batavia and Muntok, and the Norwegian vessel *Dampta*, from Bangkok. The former ship was responsible for 3,771 tons and the latter for 3,200 tons.

Cargoes for ports beyond Hong Kong were carried by eleven steamers, whose manifests gave a total of 30,732 tons. Of these five British vessels carried 4,008 tons. The best returns were shown by Japanese steamers. The *Genoa Maru*, from Bombay and Singapore, had 7,994 tons, and the *Celebes Maru*, from Yokohama and Moji accounted for 5,457 tons.

During the period under review there were 16 arrivals and five departures. The nationalities were as follows:—

	Arr.	Dep.
British	7	1
Japanese	4	2
Norwegian	1	1
Chinese	2	0
French	0	1
American	1	0
Dutch	1	0
Total	16	5

SUNRISE AND SUNSET IN HONG KONG.

FOR AUGUST, 1927.

STANDARD TIME OF THE 120th MERIDIAN, EAST OF GREENWICH.

Date.	Sunrise.	Sunset.
August 23rd	6.03 a.m.	6.49 p.m.
,, 24th	6.03 ,,	6.49 ,,
,, 25th	6.03 ,,	6.48 ,,
,, 26th	6.03 ,,	6.47 ,,
,, 27th	6.04 ,,	6.45 ,,
,, 28th	6.04 ,,	6.44 ,,
,, 29th	6.04 ,,	6.43 ,,
,, 30th	6.05 ,,	6.43 ,,
,, 31st	6.05 ,,	6.42 ,,

DAILY WATERFRONT NEWS.

SEVERAL VESSELS ENCOUNTER TYPHOON.

BUSY SCENE IN HARBOUR.

[BY LONGSHOREMAN.]

A large number of vessels arrived here yesterday and the harbour presented a very busy scene. Steamers were loading and unloading and the wharves at Kowloon were occupied by several mail liners. The *Empress of Russia* and the *President Taft* came in quite early in the morning and took up their moorings at the Kowloon wharves next to each other.

The wharves throughout the day were thronged with passengers and a large number of Japanese returned emigrants on one of the Japanese liners were constantly going to and fro. Amid sweltering cargo coolies stripped to the waist were Japanese and Chinese ladies in their gorgeous clothes of blue, mauve, pink, orange and other hues which no mere man could name. Spruce officers in snow-white uniforms and brass buttons directed the bustle.

Typhoon Weather.

Several of the steamers which arrived here yesterday suffered a buffeting from the typhoon. The s.s. *Ling Nam* reported that she met with the "blow" and one of her 840 Chinese deck passengers, was washed overboard. The s.s. *Chang Tai*, a Chinese vessel from Bangkok and Kohsichang stated that when south west of Gap Rock, the wind was moving at 100 miles an hour. The *Genoa Maru* from Bombay and Singapore also reported having met with severe typhoon. "Fierce typhoon" was mentioned in the return of the s.s. *City of Norwich* which arrived here yesterday afternoon from Antwerp and Singapore.

Yet Another Smuggler.

A Chinese was fined $2,000, or in default, eight months' hard labour, by Mr. R. E. Lindsell yesterday morning, for the possession of 19 taels of illicit opium. A Revenue man stated that defendant made several attempts to get through the cordon of searchers at a wharf, dodging from one boat to another. He was finally arrested on the s.s. *Sunning*, and found to be carrying opium which was tied to his legs.

Italian Service to the East.

The Marittima Italiana of Genoa, which already runs a fortnightly service to British India, announce that, beginning in August this year, they will extend that service to Penang, Singapore, Batavia, Samarang and Sourabaya. In the beginning the service will only be bi-monthly, but the company hope that they will be able to offer more frequent sailings.

"President" Liners.

The s.s. *President Taft* arrived in port yesterday morning from Manila, and sails for Seattle and Victoria, *vid* ports to-morrow at 6 a.m. For Hong Kong there were six cabin passengers, for Shanghai two, and for Seattle 24. Bookings from Hong Kong are understood to be good. Another "President" liner due yesterday, but not arriving until late was the *President McKinley*, and her mail will be discharged this morning. In addition to Northern and American mail, the vessel also on board mail from Home and Europe *vid* Siberia. The *McKinley's* late arrival at this port was due to the typhoon.

"Empress" Liner.

The R.M.S. *Empress of Russia* arrived from Manila yesterday morning with forty first and second class cabin passengers, three third class passengers and 68 steerage passengers for Hong Kong. Through passengers for Shanghai number 30 and for Japanese ports thirteen. Through passengers to Vancouver number fourteen cabin, and 19 steerage. Bookings from Hong Kong are fair, and the liner leaves this port to-morrow at noon for the North. The *Empress of Asia* is due here next Monday.

Mails.

Home and Europe mail *vid* Siberia was due yesterday on the *Atreus*, and on Sunday next the *Rinda* is scheduled to arrive with Home and Europe mail *vid* Negapatam (letters only, dated London, July 28th).

Asiatic Deck Passengers.

There were 2,056 Asiatic deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday. Of this number, 840 were through passengers on board the s.s *Ling Nam*, from Singapore and Hoihow.

Born At Sea.

A Chinese female deck passenger on board the s.s. *Tjikembang*, from Batavia and Muntok, gave birth to a child during the voyage.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* arrived at Yokohama yesterday and left at noon. She is due at Hong on Monday, August 29th.

The N.D.L. s.s. *Saarbruecken*, from Europe, left Singapore on August 21st for Hong Kong *vid* Manila, and is expected to arrive here on August 29th. She will sail for Shanghai, Taku, Dalny and Tsingtau on August 30th.

WARSHIPS IN PORT.

Warships in port yesterday were: East Wall Basin, S/M. *L15;* in dock, *Bruce;* No. 1 Buoy, *Argus;* No. 2 Buoy, *Seraph;* No. 3 Buoy, *Scarpia;* No. 4 Buoy, *Despatch;* No. 5 Buoy, *Vindictive;* No. 7 Buoy, *Magnolia;* No. 8 Buoy, *Fortol;* No. 12 Buoy, *Foxglove;* No. 13 Buoy, *Somme;* No. 16 Buoy, *Ruthenia;* No. 25 Buoy, *Kharki;* No. 26 Buoy, S/M. *L19;* Coaling Camber, *Tarantula;* Boat Camber, *Peterel.*

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT *ELLERMAN* LINE
S.S. "KABINGA" Havre, London, Rotterdam & Hamburg ... 8th September

AUSTRALIA AUSTRAL-EAST INDIES LINE
Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and *vice versa*.
Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE..... AMERICAN AND MANCHURIAN LINE
S.S. "CITY OF NORWICH" ... via Suez Canal 11th September
S.S. "CITY OF BOMBAY" via Suez Canal 9th October

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO

BOSTON & NEW YORK AMERICAN & ORIENTAL LINE
S.S. "OLIVEBANK" via Suez Canal 1st October.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE
S.S. "TINHOW" From Hong Kong 25th October.
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, (Port Elizabeth,) Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanziba Mombassa, Kilindini, Port Nolloth, Ludorits Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to:—
Telephone: Central 4791, 22] THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons.	From Hongkong (about)	Destination.
"MOREA"	10,953	3rd Sept.	Marseilles and London.
"NOVARA"	6,989	10th Sept.	Marseilles and London.
"KIDDERPORE"	5,334	15th Sept.	Straits, Colombo and Bombay.
* "DEVANHA"	8,155	17th Sept.	Marseilles, London and Antwerp.
"KHYBER"	9,114	1st Oct.	Marseilles, L'don., Antwerp & Hull.
"NYANZA"	7,023	12th Oct.	Straits, Colombo and Bombay.
"MALWA"	10,986	15th Oct.	Marseilles and London.
"KASHMIR"	8,985	29th Oct.	Marseilles, L'don., Antwerp & Hull
"MACEDONIA"	11,120	12th Nov.	Marseilles and London.
"MONGOLIA"	16,504	26th Nov.	do.
"MANTUA"	10,946	10th Dec.	do.
"KASHGAR"	9,005	24th Dec.	do.
"MOREA"	10,953	7th Jan., 1928	do.
"DEVANHA"	8,155	21st Jan., 1928	do.

* Calls at Port Sudan.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

* "TALAMBA"	8,018	5th Sept.	Singapore, Penang and Calcutta
"TALMA"	10,000	12th Sept.	do.

* Calls at Rangoon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"TANDA"	8,956	2nd Sept.	Manila, Sandakan, Thursday Island, Townsville, Brisbane Sydney and Melbourne.
"ST. ALBANS"	4,500	30th Sept.	
"ARAFURA"	6,000	28th Oct.	

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union-S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"NAGPORE"	5,283	20th Aug.	S'hai., Moji, Kobe & Yokohama.
"KHYBER"	9,114	2nd Sept.	do.
"ST. ALBANS"	4,500	6th Sept.	Moji, Kobe, Osaka & Yokohama.
"MALWA"	10,986	16th Sept.	S'hai., Moji, Kobe & Yokohama.
"NYANZA"	7,023	22nd Sept.	Shanghai, Moji and Kobe.
"KASHMIR"	8,985	30th Sept.	S'hai., Moji, Kobe and Yokohama.
"ARAFURA"	6,000	4th Oct.	Moji, Kobe, Osaka & Yokohama.
"MACEDONIA"	11,120	15th Oct.	S'hai., Moji, Kobe & Yokohama.
"MONGOLIA"	16,504	29th Oct.	do.
"MANTUA"	10,946	12th Nov.	do.
"KASHGAR"	9,005	26th Nov.	do.
"MOREA"	10,953	10th Dec.	do.
"DEVANHA"	8,155	24th Dec.	do.
"MALWA"	10,986	7th Jan., 1928	do.
"KHYBER"	9,114	21st Jan., 1928	do.
"MACEDONIA"	11,120	4th Feb., 1928	do.
"KASHMIR"	8,985	18th Feb., 1928	do.
"MANTUA"	10,946	25th Feb., 1928	do.
"MONGOLIA"	16,504	17th Mar., 1928	do.
"MOREA"	10,953	30th Mar., 1928	do.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS
LOADING DIRECT FOR
BARCELONA, ROTTERDAM, HAMBURG AND SCANDINAVIAN PORTS.

m.v. "NANKING"	Loading about 6th September
m.v. "DELHI"	27th September
m.v. "AGRA"	15th October
m.v. "SUMATRA"	3rd November
m.v. "JAPAN"	20th November
m.v. "FORMOSA"	10th December

FOR SHANGHAI AND JAPAN PORTS.

m.v. "SUMATRA"	Loading about 24th September
m.v. "JAPAN"	10th October

For further particulars, apply to the Agents—
GILMAN & CO., LTD., Hong-Kong. G. E. HUYGEN. Canton
2]

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due
U.S.A., Canada, Japan, Shanghai & Europe via Siberia	*Pres. McKinley*	23rd Aug.
Japan	*Mishima Maru*	23rd Aug.
Straits	*Cremer*	23rd Aug.
Manila	*Oudekerk*	23rd Aug.
Japan & Shanghai	*Haruna Maru*	26th Aug.
Europe via Negapatam letters only	*Rinda*	28th Aug.
London, 29th July	*Empress of Asia*	29th Aug.
Canada, U.S.A., Japan & Shanghai	*Morea*	2nd Sept.
Shanghai		

OUTWARD MAILS.

For	Per	Date	
		Tuesday,	23rd,
Swatow	*Hellas*		8.30 A M
Saigon & South Africa	*Montevideo Maru*		9.30 A M
Shanghai	*Atsuta Maru*		10.30 A M
Manila	*Pres. McKinley*		12.30 P M
Iloilo	*Wong Shek Aung*		1.30 P M
Shanghai, *Japan, *Canada, *U.S.A., *C. & *S. America and *Europe via Victoria, B.C.—due Victoria, B.C., 12th Sept.	*Pres. Taft*	Parcels	3.00 P M
		Reg.	4.15 P M
		Letters	5.00 P M
Manila	*Patrick Henry*		3.30 P M
Samshui and Wuchow	*Tai Ming*		4.30 P M
Fort Bayard	*Hing Wo*		4.30 P M
Amoy	*Namsang*		5.00 P M
Formosa	*Meator*		5.00 P M
Shanghai, Japan, Canada, U.S.A., C. & S. America, & *EUROPE via Vancouver, B.C.—due Vancouver, B.C., 11th Sept., & Europe via Siberia	*Emp. of Russia*	Parcels	5.00 P M
		Wednesday,	24th.
		Reg.	9.15 A M
		Letters	10.00 A M
		Wednesday,	24th,
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 5th Sept.	*Mishima Maru*	Reg.	8.45 A M
		Letters	9.30 A M
		Kowloon P.O.	
		Reg.	9.00 A M
		Letters	10.00 A M
		G.P.O.	
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 21st September	*Antenor*	Reg.	9.45 A M
		Letters	10.30 A M
		Parcels	Noon.
Straits and Calcutta	*Fook Sang*	Letters	1.00 P M
			2.00 P M
Swatow, Amoy and Foochow	*Haiyang*	Thursday,	25th.
			8.30 A M
*Swatow, Amoy and Formosa	*Deli Maru*		10.30 A M
Shanghai, Wei Hai Wei & Europe via Siberia	*Hector*		
Swatow	*Hai Ching*		Noon
Bangkok	*Skuld*		2.30 P M
		Friday,	26th,
		Kowloon P.O.	
		Reg.	1.40 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles—due Marseilles, 25th Setpember	*Haruna Maru*	Letters	3.00 P M
		G.P.O.	
		Reg.	2.45 P M
		Letters	3.30 P M
Bandakan	*Mausang*	Saturday,	27th,
			1.30 P M
Swatow, Amoy and Foochow	*Hai Ning*	Sunday,	28th,
*Swatow, *Amoy and Formosa	*Hosan Maru*		9.00 A M
			9.00 A M
		Tuesday,	30th.
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 30th Sept.	*Chenseaeane*	Reg	1.45 P M
		Letters	2.30 P M
Manila	*Empress of Asia*		3.30 P M

*Correspondence bearing vessel's name only.



LONDON SERVICE.

"ANTENOR"	24th Aug. Mars., L'don., R'dam. & Glasgow.
*"PERSEUS"	6th Sept. Mars., L'don., R'dam., H'burg. & Hull.
*"RHEXENOR"	20th Sept. Mars., L'don., R'dam. & H'burg.
"NELEUS"	24th Sept. London, R'dam. & H'burg.

*Call at Casablanca.

LIVERPOOL SERVICE.

"TEUCER"	20th Sept. Genoa, Havre, Liverpool & Glasgow.
"LYCAON"	20th Oct. Genoa, Havre, Liverpool & Glasgow.
"TITAN"	20th Nov. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.
(via KOBE & YOKOHAMA)

"TALTHYBIUS"	3rd Sept. Victoria, Vancouver & Seattle.
"ACHILLES"	22nd Sept. Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"MENTOR"	24th Aug. New York, Boston & Baltimore.
"GLAUCUS"	24th Sept. New York, Boston & Baltimore.

PASSENGER SERVICE.

"ANTENOR"	24th Aug. Singapore, Marseilles & London.
"HECTOR"	5th Oct. Singapore, Marseilles & London.
"AENEAS"	1st Nov. Singapore, Marseilles & London.
"SARPEDON"	30th Nov. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:—

Butterfield & Swire,
Agents. [6

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued and Fully Paid-up $30,000,000
Reserve Funds:—
Sterling..... £26,000,000
Silver $13,500,000

Reserve Liability of Proprietors $30,000,000

Head Office: Hong Kong.

Court of Directors:
Hon. Mr. D. G. M. Bernard, Chairman.
A. H. Compton, Esq., Deputy Chairman.
W. H. Bell, Esq. C. G. S. Mackie, Esq.
N. S. Brown, Esq. W. L. Pattenden, Esq.
A. Macgowan, Esq. T. G. Weall, Esq.
H. P. White, Esq.
Acting Chief Manager:
Hon. Mr. A. C. Hynes.

Branches:—

Amoy	Hongkew	Peking
Bangkok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	San Francisco
Canton	Kuala Lumpur	Shanghai
Chefoo	London	Singapore
Colombo	Lyons	Surabaya
Dairen	Malacca	Sungei Patani
Foochow	Manila	Tientsin
Haiphong	Moukden	Tokyo
Hamburg	Nagasaki	Tsingtao
Hankow	New York	Yokohama
Harbin		

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hong Kong, 19th July, 1927. [26

HONGKONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the Hongkong & Shanghai Banking Corporation,
A. C. HYNES,
Acting Chief Manager.
Hong Kong, 9th March, 1927. [2

EQUITABLE EASTERN BANKING CORPORATION. AN AMERICAN BANK.

CAPITAL and SURPLUS U.S. $3,000,608.66

HEAD OFFICE:
37, Wall Street, NEW YORK.

BRANCHES:
SHANGHAI.

General Banking and Exchange Business.
Interest Allowed on all Deposits.
Rates on Application.
London and Paris Agents: EQUITABLE TRUST Co., of N.Y.
83] D. M. BIGGAR, Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

BANKERS

ESTABLISHED 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital...Guilders 150,000,000- (£12,500,000.)
Paid-Up Capital.....Guilders 80,000,000- (£6,666,670.)
Reserve Fund.....Guilders 40,000,000- (£3,333,333.)

Head Office—AMSTERDAM.*
Eastern Head Office—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Jiddah, Djember, Djokjakarta*, The Hague*, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Penang, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Wonogiri*.

*These offices have Safe Deposit Boxes To Let.

London Bankers:—National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.

O. STEENSTRA,
Manager.
Hong Kong, 30th July, 1927. [34

THE BANK OF CHINA.
中國銀行

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorised Capital...$60,000,000.00
Paid-up Capital 12,760,200.00
Reserve Fund 9,864,398.69

Head Office:—Peking
Hong Kong Branch:—4, Queen's Road Central.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The Guaranty Trust Co. of New York, The National Provincial Bank, Ltd.
New York Bankers:—The Equitable Eastern Banking Corporation, The Irving Bank-Columbia Trust Co.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for domestic exchange.

SHOU J. CHEN,
Manager.
Hong Kong 29th June 1927 [38

CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office: London.

Paid-up Capital£3,000,000
Reserve Fund£4,000,000
Reserve Liability of Proprietors£3,000,000

AGENCIES AND BRANCHES

ALOR STAR (Malay States)	IPOH	RANGOON
AMRITSAR	KARACHI	SAIGON
BANGKOK	KLANG	SEMARANG
BATAVIA	KOBE	SERMBAN
BOMBAY	KUALA LUMPUR	SHANGHAI
CALCUTTA	KUALA SELANGOR	SINGAPORE
CANTON	KUCHING	SOURABAYA
CAWNPORE	MADRAS	TAIPING
CEBU	MANILA	(F.M.S.)
COLOMBO	MEDAN	TAVOY
DELHI	NEW YORK	THAYETMYO
HAIPHONG	PENANG	TSINGTAO
HANKOW	PESHAWAR	TOKYO
HONG KONG	PUKET	YOKOHAMA
ILOILO		RAMBOANGA (Philippine Islands).

Foreign Exchanges and General Banking Business transacted.
Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

J. R. GEORGE,
Manager.
Hong Kong, 7th March, 1927. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.
(Incorporated in France).

5, Chater Road, Victoria, Hong Kong.
Head Office:
74, Rue St. Lazare, Paris.

Capital, fully paid up..... Frs. 40,000,000
Special Working Capital Frs. 50,000,000
Reserves Frs. 13,276,00

Branches:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Pnom Penh	Peking	Tientsin
Shanghai	Hong Kong	

Bankers:
France: Société Generale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.
Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.

A. ROLLIN,
Manager.
Hong Kong, 21st April 1927.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital£3,000,000
Subscribed Capital£1,200,000
Paid-up Capital£1,050,000
Reserve Fund and Rest....£1,545,667

Bankers:
The Bank of England and Midland Bank, Ltd.

Branches:

Bangkok	Kandy	Penang
Batavia	Karachi	Port Louis (Mauritius)
Bombay	Kota Bharu	Rangoon
Calcutta	Kuala Lumpur	Shanghai
Colombo	Kuantan	Simla
Delhi	(Pahang)	Singapore
Galle	Madras	Sourabaya
Hong Kong	New York	
Howrah		

Hong Kong Branches:
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 3 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.
7, Queen's Road Central,
Hong Kong, 19th April, 1927. [29

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up) Yen 100,000,000
Reserve Fund..... Yen 92,500,000

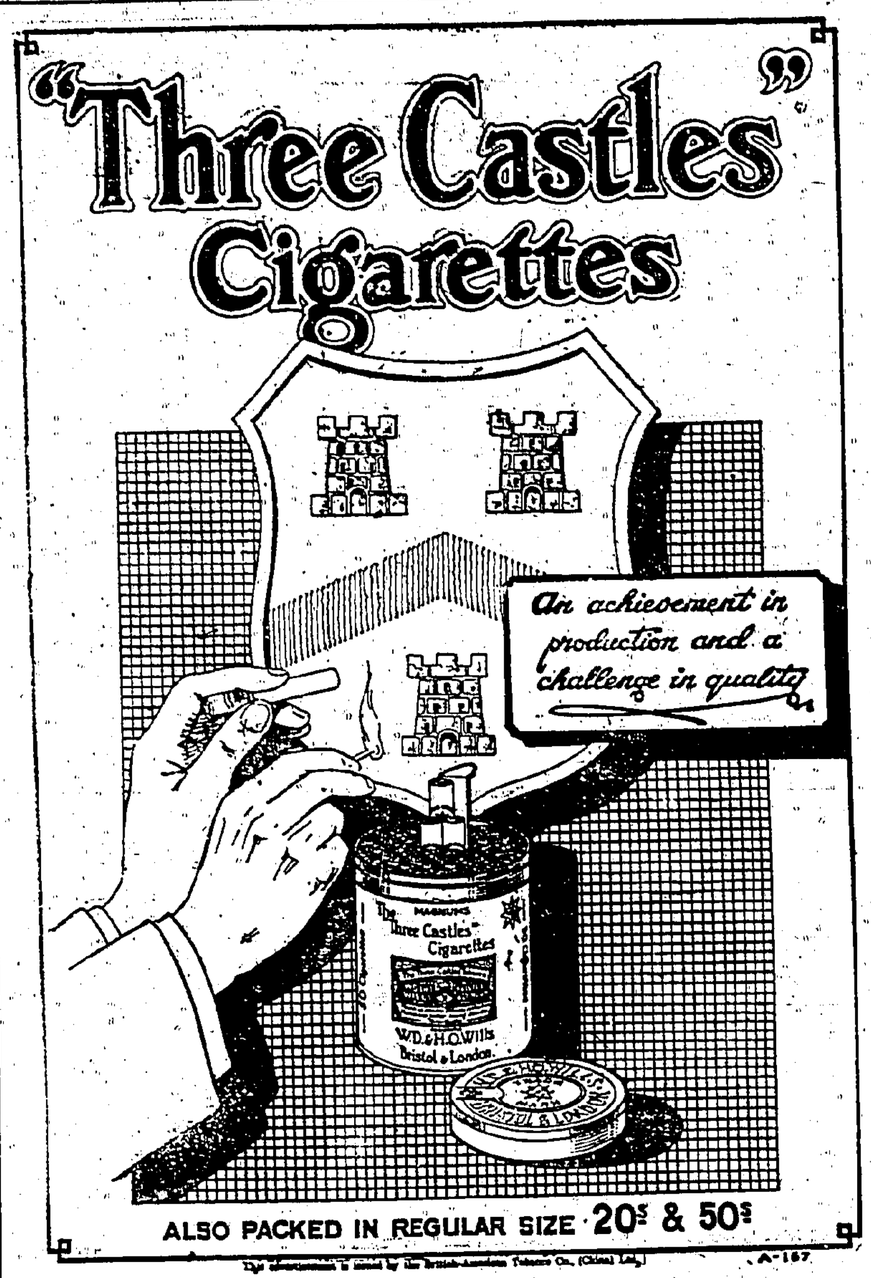
Head Office: Yokohama.

Branches and Agencies at:

Alexandria	Honolulu	Rangoon
Batavia	Kai Yuen	Saigon
Bombay	Karachi	Sourabaya
Buenos Ayres	Kobe	San Francisco
Calcutta	London	Seattle
Canton	Lyons	Semarang
Changchun	Los Angeles	Shanghai
Dairen (Dalny)	Manila	Singapore
Fengtien (Mukden)	Nagasaki	Shimonoseki
Hamburg	Nagoya	Sydney
Hankow	Newchwang	Tientsin
Harbin	Osaka	Tokyo
Hong Kong	Peking	Tsinanfu
	Rio de Janeiro	Tsingtau
	New York	
	*Vladivostock (Temporarily closed)	

Interest allowed on Current Accounts Deposits received for Fixed Periods at rates to be obtained on application.

H. MORI, Manager.
Hong Kong, 11th March 1927 [35



BANQUE DE L'INDO-CHINE.

Head Office:
96, Boulevard Haussmann, Paris.

Subscribed Capital...Frs.75,000,000.00
Paid-up Capital ...Frs.63,400,000.00
Reserve Fund Frs.89,384,519.10

Branches:

Bangkok	Hanoi	Pondicherry
Battambang	Hong Kong	Saigon
Cantho	Mengtze	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Noumea	Tientsin
FortBayard	Papeete	Tourane
Haiphong	Peking	Yunnanfou
Hankow	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposit according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.

CH. LEM,
Manager.
Hong Kong, 26th February, 1927. [32

THE BANK OF TAIWAN, LTD.
(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed ...Yen 45,000,000
Capital (Paid-up) Yen 29,375,000

Head Office:—Taipeh, Formosa.

Branches:
Japan:—Tokyo, Yokohama, Kobe, Osaka.
Formosa:—Giran, Kagi, Karenko, Keelung, Makong, Nanto, Shinchiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taito.
China:—Shanghai, Hankow, Amoy, Foochow, Swatow, Canton.
Others:—Hong Kong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

London Bankers:
The London County Westminster and Parr's Bank.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.
Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI,
Manager,
Hong Kong Branch,
8, Des Voeux Road, Central
Hong Kong, 11th May, 1926. [27

THE BANK OF EAST ASIA, LIMITED.

Head Office: Hong Kong.
No. 10, Des Voeux Road Central, Hong Kong.

Authorised Capital $10,000,000
Paid-Up Capital... 5,000,000
Reserve... 1,200,000

Branches and Agencies:—

Batavia	Melbourne	San Francisco
Bombay	Nagasaki	Seattle
Calcutta	New York	Semarang
Canton	Osaka	Singapore
Haiphong	Paris	Sourabaya
Honolulu	Peking	Sydney
Kobe	Penang	Taipeh
Kowloon	Rangoon	Tientsin
London	Saigon	Tokyo
Manila	Shanghai	

Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted.
Loans granted on approved securities.
Safe Deposit Boxes To Let.

Kan Tong Po,
Chief Manager.
Hong Kong, 21st March, 1927.

THE BANK OF CANTON, LTD.
Established 1912.

Head Office: Hong Kong.

Hong Kong Currency

Authorised Capital ...$11,000,000
Paid-up Capital 8,864,200
Reserve Fund 850,000

Branches:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.

London Bankers:—
The Lloyds Bank, Ltd.
Correspondents
In all Principal Cities of the World.

Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40

LOOK POON SHAN,
37] Chief Manager.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, August 22nd.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.66	29.80	29.81
Temperature	84	80	85
Humidity	81	71	83
Wind—			
Direction	SE	SE	SE
Force	4	3	2
Weather	OQ	OR	O
Rain	6.60	0.00	0.06

Highest open-air Temperature, 21st: 84
Lowest open-air Temperature, 22nd: 85

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder

HONG KONG TIDE TABLE.

From August 23rd to 29th, 1927.

Days of Week.	Date of Month.	High Water. Hong Kong Standard Time.	Height.	Low Water. Hong Kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Tues.	23	m 5 56	6 6	1 32 a	1 5
		8 41 a	4 4		
Wed.	24	m 6 51	5 9	m 0 1	4 0
		9 21 a	4 5	2 16 a	1 2
Thur.	25	m 7 43	7 2	m 0 59	3 8
		9 50 a	4 6	2 52 a	1 0
Fri.	26	m 8 32	7 3	m 1 49	3 6
		10 15 a	4 7	3 27 a	1 0
Sat.	27	m 9 17	7 3	m 2 33	3 3
		10 38 a	4 8	4 1 a	1 1
Sun.	28	m 9 57	7 2	m 3 14	3 0
		10 59 a	5 0	4 33 a	1 2
Mon.	29	m 10 31	7 0	m 3 54	2 8
		11 18 a	5 1	5 3 a	1 5

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